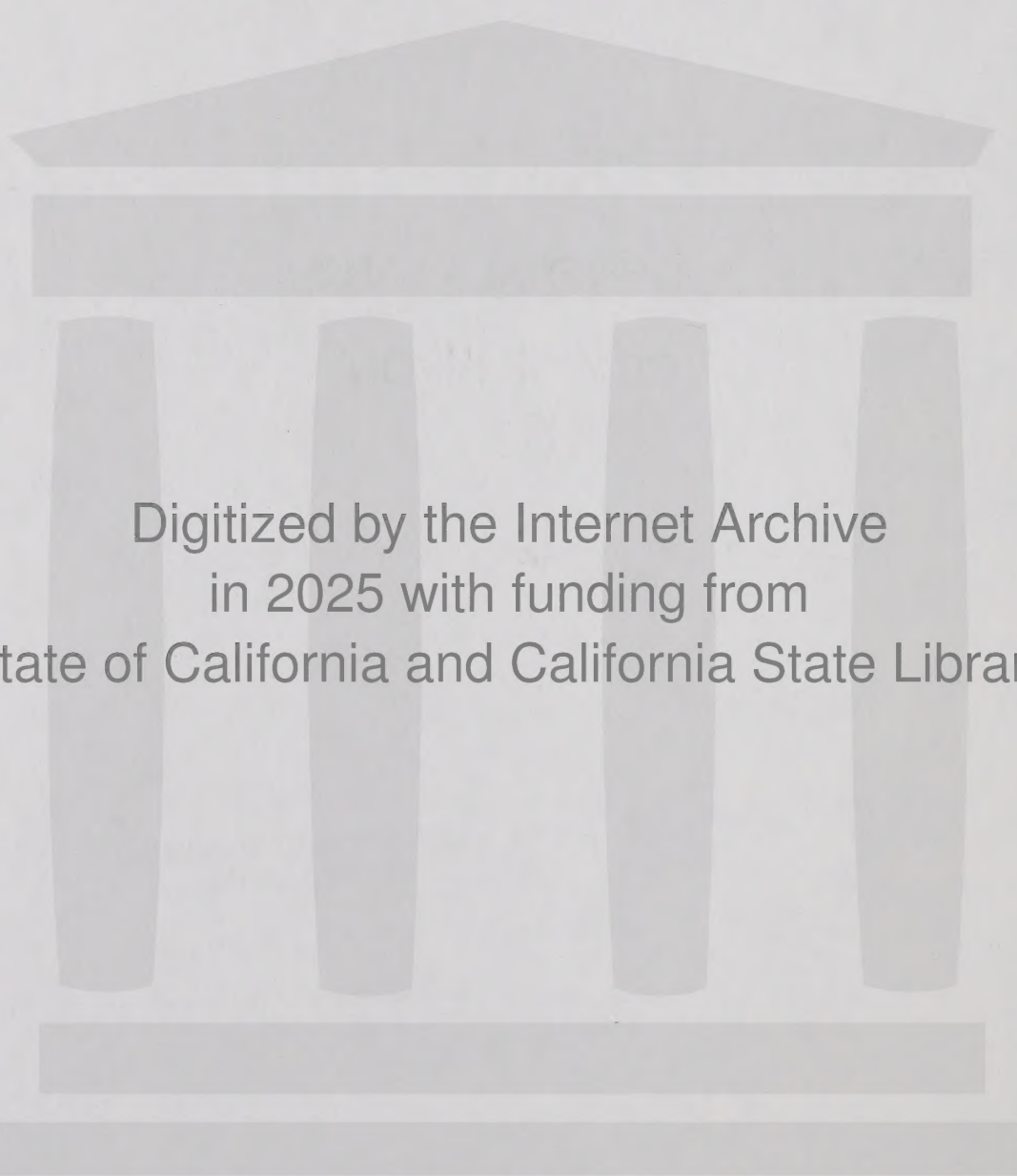


GENERAL PLAN
CITY OF RIPON

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City of Ripon

Leon Compton, Acting City Administrator
Ernie Tyhurst, City Planner
Rolla Garretson, City Attorney
Lynette Van Laar, City Clerk
Robert Siegfried, City Engineer
Elden Red Nutt, Police Chief

Adopted September 20, 1988



CITY of RIPON

311 W. FIRST ST. • PHONE 599-2108 • RIPON, CALIFORNIA 95366

March 29, 1989

ERRATA SHEET

TO: All Public Agencies

SUBJECT: Changes to text of General Plan and Environmental Impact Report (EIR)

MAYOR —
Edmund F. Feichtmeir

VICE MAYOR —
Robert Visser

COUNCIL MEMBERS —
Lorraine Hutchinson
James Dale
Marvin Pater

CITY ATTORNEY —
Rolla L. Garretson

CITY ENGINEER
Robert W. Siegfried

ACTING CITY
ADMINISTRATOR
Leon Compton

ACTING
CITY CLERK
Lynette Van Laar

Please make the following text changes to your copy of the City of Ripon General Plan and Environmental Impact Report (EIR):

General Plan -

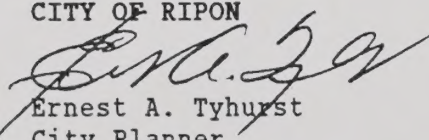
1. Page A-2, SUMMARY OF GOALS & POLICIES (LAND USE), Goal A, Policy 12, change to read; "The City will prohibit all building in the city within the floodplain except by special permit, and will prohibit construction of residential housing within 1/4 mile of the wastewater ponds."
2. Page 1-12, LAND USE ELEMENT, Goal A, Policy 12, change to read: "The City will prohibit all building in the city within the floodplain except by special permit, and will prohibit construction of residential housing within 1/4 mile of the wastewater ponds."

Environmental Impact Report (EIR) -

1. Page III-2, CHAPTER III (LAND USE, HOUSING, AND POPULATION IMPACTS), Policy I.A.12, change to read; "The City will prohibit all building in the city within the floodplain except by special permit, and will prohibit construction of residential housing within 1/4 mile of the wastewater treatment ponds."

Contact the Planning Department (599-4067) if you need further information.

Sincerely,
CITY OF RIPON


Ernest A. Tyhurst
City Planner

cc: Leon Compton, City Administrator

PURPOSE AND NATURE OF THE PLAN

SUMMARY OF GOALS & POLICIES

RECOMMENDATIONS FOR THE CITY OF RIPON

LAND USE ELEMENT

1. DESCRIPTION OF EXISTING
2. FUTURE LAND USE
3. DEVELOPMENT
4. LAND USE GOALS AND POLICIES
5. IMPLEMENTATION PROGRAM

GENERAL PLAN

CITY OF RIPON

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2. FUTURE TRANSPORTATION
3. FUTURE DEVELOPMENT
4. CIRCULATION GOALS AND POLICIES
5. IMPLEMENTATION PROGRAM

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4. CONSTRAINTS
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4. WATER GOALS AND POLICIES
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Adopted
September 20, 1988

OPEN SPACE AND RECREATION ELEMENT

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PURPOSE AND NATURE OF THE GENERAL PLAN

A general plan is a legal document, required by state law, which serves as a community's "constitution" for development and the use of its land. By virtue of State law and case law, all zoning, subdivision, and public works decisions must be consistent with the general plan. More importantly, the general plan serves as a comprehensive framework and guide for making day-to-day decisions about land use, housing, economic development, natural resource protection, and public health and safety.

It must be a comprehensive, long-term document, detailing proposals for the "physical development of the City, and of any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (Government Code Sections 65300 et seq.). Time horizons vary, but the typical general plan looks 10-20 years into the future. Like a single frame in a motion picture, the general plan represents, at a given point in time, the City's aspirations for the future.

The law specifically requires that the general plan address seven topics or "elements." These are land use, circulation (transportation), housing, conservation, open space, noise, and safety. The plan must analyze issues of importance to the community, set forth policies in text and diagrams for conservation and development, and outline specific programs for implementing these policies.

On the most abstract level, preparing the general plan can be viewed as an activity which sharpens and focuses the many concerns of citizens within the community and provides a structure by which these often conflicting concerns can be forged into a common vision of the future. By bringing attention to the issues facing the community and placing them in an expanded time frame, it helps citizens to see their community as a complex system - a living entity that grows and responds to problems and opportunities - and to guide it along an agreed-upon course.

On a more concrete level, preparing, adopting, and maintaining a general plan serves to:

- Establish within local government the capacity to analyze local and regional conditions and needs in order to respond effectively to the problems and opportunities facing the community;
- Identify the community's environmental, social, and economic goals;
- Record the local government's policies for the maintenance and improvement of existing development and the location and characteristics of future development;
- Provide citizens with information about their community and with opportunities to participate in the local planning and decision-making process;
- Improve the coordination of community development activities among local, regional, state, and federal agencies;
- Establish a basis for subsequent planning efforts, such as preparation of specific plans, redevelopment plans, and special studies to deal with unique problems or areas in the community.

While the general plan sets out policies and identifies ways to put these policies into action, the actual implementation of the plan is largely through ordinances. As with piecing together a puzzle, local officials must take many separate, but interconnected actions according to the directions set out in the general plan.

These various actions rest on two essential powers of local government: corporate and police powers. Using their "corporate power," local governments collect money through bonds, fees, assessments, and taxes, and spend it to provide services and facilities such as police and fire protection, streets, water and sewage disposal facilities, and parks. Using their "police power," local governments regulate citizens' use of their property through zoning, subdivision, and building regulations in order "to promote the health, safety, and welfare of the public." The general plan provides the framework for the exercise of these powers by local officials.

* December 1985 is used as a cut off date for most of the statistical data used in this General Plan.

SUMMARY OF GOALS & POLICIES FOR ALL OF ELEMENTS
(See text for discussion and implementation programs)

1. LAND USE GOALS AND POLICIES

Goal A: To provide, designate, and protect land to ensure sufficient residential, commercial, and industrial development to meet community needs, including the City's fair share of regional housing needs.

Policies:

1. The City will prevent the intrusion of incompatible uses into stable existing residential areas.
2. The City will preserve and enhance the quality of existing residential areas by continuing active programs for high quality public services, the rehabilitation of useful units, and the abatement of seriously substandard units.
3. The City will continue programs for the prevention and removal of blight using all public and private resources available, including enforcement of all applicable codes, neighborhood rehabilitation and redevelopment activities.
4. The City will encourage active involvement of individuals and organized citizen groups in the maintenance and upgrading of existing residential neighborhoods and commercial centers.
5. The City will encourage development to proceed, insofar as possible, in an orderly fashion rather than as random growth, to minimize the impact on agricultural land, to avoid creating peninsulas of development and leap-frog development, and to promote balanced residential growth on both sides of the freeway.
6. The City will review new residential development projects for compatibility with existing neighborhoods.
7. The City will annex sufficient land to provide for a projected residential growth rate in the range of 3-6% per year.
8. The City may require a Planned Unit Development, Phased P.U.D., Specific Plan or Development Agreement for annexations.
9. The City may require a Planned Unit Development, Phased P.U.D., or Development Agreement for developments of 10 or more residential units, or any development in the C or M zones.
10. The City will disperse high-density residential development, and concentrate such uses in areas of not more than 3-4 acres in size.

11. The City will designate lands for residential uses according to the following scale:

Low Density	7 units or less per net acre
Medium Density	14 units or less per net acre
High Density	18 units or less per net acre

(The above stated densities may be increased if the City Council finds that site characteristics or development amenities require such density increase to effect compliance with General Plan policies and insure compatibility with existing neighborhoods.)

12. The City will prohibit all building in the city within the floodplain except by special permit and will prohibit construction of residential housing within approximately 1/4 mile of the wastewater ponds.

Goal B: To retain and renew existing commercial land uses and designate sufficient new commercial areas to meet future City needs.

Policies:

1. The City will promote the retention and renewal of the central business district.
2. The City will encourage businesses and professional uses in commercial centers.
3. The City will require new commercial establishments to be carefully integrated into the surrounding area, so as to mitigate or minimize conflicts with other land uses, especially residential, recreational, and open space.

Goal C: To provide sufficient land designated for industrial uses that are compatible with the existing community.

Policies:

1. The City will require that industrial land uses be protected from encroachment by residential or other incompatible uses.
2. The City will encourage industrial uses that do not harm the environment or pose danger to City residents.
3. The City will designate land for industrial uses sufficient to meet future City needs, including the need for employment, but limited to uses that will not negatively impact existing neighborhoods.

Goal D: To designate, protect, and conserve the natural resources and open space in the City.

Policies:

1. The City will prohibit development, except for open-space and low-intensity public uses, in the floodplain of the Stanislaus River.

2. The City shall attempt to minimize the intrusion of urban development into agricultural areas, and discourage the premature conversion of agricultural lands to urban uses.
3. The City will consider the need for parks in conjunction with annexation and development.
4. The City may require open-space amenities in medium-density, high-density, and planned unit developments.

2. CIRCULATION GOALS AND POLICIES

Goal A: To provide circulation system that is correlated with existing and proposed land use and that provides for the efficient and safe movement of persons, goods, and services within and through Ripon.

Policies:

1. The City will maintain existing streets and intersections in safe condition and require new streets to be built to City standards, except under extraordinary circumstances, after a finding by the City Engineer that to deviate will not adversely affect the health, safety, and welfare of the citizens of the city.
2. The City will require that adequate access and circulation be available to every new development, without adversely impacting the existing circulation system.
3. New streets will be designed to discourage heavy through-traffic within residential neighborhoods, but will also provide direct and adequate access for emergency service vehicles.
4. The City will consider visual aesthetics and safety aspects in future developments, including landscaping requirements and setback requirements.
5. The City will discourage the development of private streets in new residential projects.
6. The City will not approve the creation of new alleys in residential developments, and will discourage the creation of new alleys in other types of development. Residential alleys which are necessarily created will be required to be constructed to City standards and dedicated to the City as public right-of-way.
7. The City will maintain a program of identification and surveillance of high traffic accident locations, with emphasis on early detection and correction of conditions which could potentially constitute traffic hazards.

Goal B: To minimize the adverse effects of new development on the existing and future circulation facilities.

Policies:

1. New development within the City which is likely to generate significant levels of daily or peak hour traffic on critical streets or at key intersections will be required, at the applicant's expense, to have traffic studies prepared by a qualified traffic engineer to identify potential

traffic impacts and improvement measures to mitigate those impacts to within service levels acceptable to the City.

2. On and/or off site circulation improvements as well as dedication of rights-of-way may be required, including reciprocal easements, as conditions of approval at the time of development. Alternatively, these requirements may be covered in a benefit assessment district.
3. The City will continue to impose a traffic control device development fee on all new commercial, industrial, and residential development to fund system-wide improvements.
4. The City will pursue State and Federal funding to implement the City's Circulation Plan.
5. New development will be required to bear the cost of new streets and roadway facilities necessitated by the traffic access and circulation needs of that development.
6. The City will investigate a potential location, in the proximity of S.R. 99, for a "Park and Ride" lot.
7. The City will undertake a feasibility study of options for solving existing and projected circulation problems at the Jack Tone Road/S.R. 99 interchange. Pending completion of the study and identification of possible funding mechanisms, the City will not approve any development in the immediate vicinity which might preclude future options for improvement of the interchange.

Goal C: To promote the adequate provision of both on-street and off- street parking.

Policies:

1. The City will require off-street parking for all new developments, and where the potential parking demands of a project or event will cause a safety or parking congestion problem when parking is allowed on the streets.
2. The City will allow parking variances only under the most unusual conditions and circumstances, and only after all other possible actions and conditions have been identified and studied; in such cases, the payment of in-lieu fees by the developer may be required.
3. The City will implement parking control measures, such as time limits and other controls, as necessary to promote the efficient use of the public parking facilities available.

Goal D: To promote efficient public transit service.

Policies:

1. The City will support public transit service that meets needs of the City's residents.
2. The City will encourage Greyhound Lines to maintain, at a minimum, their present level of service in the Ripon area.

3. HOUSING GOALS, AND POLICIES

Goal A: To provide for the construction of new housing and assure that building sites are available for housing for all income groups and those with special needs, and that housing opportunities are open to all without regard to race, color, age, sex, religion, national origin, family status or physical condition.

Policies:

1. The City will provide continued availability of suitable sites for construction of a variety of housing.
2. The City will annex sufficient land to provide for a projected residential growth rate, in the range of 3-6% per year. The City shall ensure, in annexing new lands, that land is designated in a range of densities appropriate to projected housing needs.
3. The City will cooperate with San Joaquin County to provide an orderly pattern of development and urban growth with provision of urban services.
4. The Redevelopment Agency will use its powers, as deemed appropriate, to acquire and assemble sites for residential development, while minimizing displacement of existing residents.
5. The City will use available state and federal funding assistance that is appropriate to Ripon's needs to develop affordable housing.
6. The City will utilize available techniques, such as mortgage revenue bonds and other mortgage-backed securities, to develop affordable housing.
7. The City will promote the expeditious processing and approval of residential projects that meet the General Plan policies and City regulatory requirements.

Goal B: To provide safe and sanitary housing for all residents, especially for those with special needs, and low and moderate incomes.

Policies:

1. The City will encourage developers of rental units to consider the needs of large families and families with other special needs.
2. The City will recognize, encourage, and support the efforts of local churches and other agencies to feed and house the homeless, and the efforts of those entities to establish and encourage outreach programs serving that population.
3. The City will grant residential density bonuses for projects that provide units for low- and/or moderate-income households at reduced costs.

Goal C: To provide for a variety of housing types, sizes, prices, and densities compatible with the existing character and integrity of residential neighborhoods.

Policies:

1. The City will recognize the housing needs of low- and moderate-income persons and special need groups and will encourage development of housing to meet these needs.
2. The City will continue to cooperate with the San Joaquin COG and Stockton-San Joaquin Community Housing Resource Board to implement their fair housing policies, which are consistent with the goals of the City of Ripon relative to fair housing and tenant's rights.
3. The City will allow factory built and mobile homes that meet state and city standards in single family residential areas.

Goal D: To conserve and improve existing housing stock.

Policies:

1. The City will use available state and federal funding assistance that is appropriate to Ripon's needs to rehabilitate housing. Housing rehabilitation efforts should be given high priority in the use of Community Development Block Grant funds.
2. The City will give high priority to housing rehabilitation in the use of redevelopment funds and resources.
3. The City will encourage the preservation and enhancement of architecturally significant homes.
4. The City will promote the use of energy conservation measures in residential units to conserve energy as well as reduce household utility costs.
5. The City will encourage the continuation of energy conservation programs offered through public utility companies to promote conservation measures.
6. The City will promote and support code enforcement efforts for residential units to alleviate hazardous conditions, and achieve a safe and healthful living environment for all residents.
7. The City will utilize Federal and State grant programs for betterment of housing conditions and related infrastructure in residential development.
8. The City will support the revitalization of older neighborhoods by keeping infrastructure in good repair.

4. NOISE GOALS AND POLICIES

Goal: To protect residents from health hazards and annoyance associated with excessive noise levels.

Policies:

1. To require noise buffering or insulation in new developments along the highway, railroad, or major streets.
2. To control noise sources in residential areas by restricting truck traffic to designated truck routes.
3. To require analysis of potential noise from new developments, and require mitigating measures to reduce noise impacts to acceptable standards.
4. To examine any source of noise projected at or above 70 db at 50 feet, for compatibility with existing or projected planned neighborhood land use prior to granting a rezoning or conditional use permit.
5. Develop a community noise ordinance.

5. OPEN SPACE AND CONSERVATION GOALS AND POLICIES

Goal A: To provide and maintain parks that are suited to the needs of Ripon residents and visitors.

Policies:

1. City park dedication (or acquisition) and development efforts will be based on a goal of 3 to 5 acres of neighborhood and community parkland per 60 to 80 acres residential or 1,000 residents. This goal is separate and exclusive of school site acreage within the City limits.
2. The City will pursue State and County funding to augment City revenue to the extent such funding is available.
3. The City will continue to impose park development fees on all new residential development.
4. The City will promote and encourage the preservation of open space areas along the Stanislaus River.

Goal B: To maintain a recreation program that is suited to the needs and interests of Ripon residents.

Policies:

1. The City will encourage continued utilization of the use of school facilities for City-sponsored recreation programs.

2. The City's Recreation Commission will survey community attitudes and preferences for recreational programs.
3. The City's Recreation Commission will annually update statistics on participation in the various City recreation programs and use of City recreation facilities.

Goal C: To protect Ripon's Native American heritage.

Policies:

1. The City will not knowingly approve any public or private project that may adversely affect important archeological sites.
2. The City will refer development proposals that may adversely impact archeological sites to the California Archeological Inventory at Stanislaus State University.
3. Archeological site evaluations will be conducted at the expense of development proponents.

Goal D: To minimize the impact of urban development on surrounding agricultural uses and riparian habitat as much as possible, consistent with the policies of the General Plan.

Policies:

1. To minimize the intrusion of urban development into agricultural areas, the City will discourage the premature conversion of agricultural lands to urban uses.
2. Continue to prohibit urban building within flood plain areas, except by special permit.

Goal E: To conserve air resources within the Planning Area.

Policy:

1. The City will support policies established by the State, the local air pollution district, and the County Board of Supervisors for maintaining and/or improving the quality of air in San Joaquin County.

6. SAFETY GOALS AND POLICIES

Goal A: To prevent loss of lives, injury, and property damage due to geological hazards.

Policies:

1. The City will require preparation of geological reports and/or geological engineering reports of proposed new development located in areas of suspected significant geological hazards.

Goal B: To prevent loss of lives, injury, and property damage due to the collapse of buildings and critical facilities, and to prevent disruption of essential services in the event of an earthquake.

Policies:

1. No change in use to a higher occupancy or more intensive use will be approved for unreinforced masonry structures constructed prior to 1940 until an engineering evaluation of the structure has been conducted and any structural deficiencies corrected.
2. The City will enforce building codes and City ordinances with regard to earthquake protection.

Goal C: To prevent the loss of lives, injury, and property damage due to flooding.

Policies:

1. The City will continue to participate in the National Flood Insurance Program. To this end, the City will enforce local regulations in compliance with standards adopted by the Federal Emergency Management Agency.
2. The City will prohibit the construction of buildings within the 100-year flood plain, except by special permit.

Goal D: To prevent loss of lives, injuries, and property damage due to wildland and urban fires.

Policies:

1. All new non-residential development will be equipped with automatic interior sprinkler systems in compliance with the Uniform Building Code.
2. The City will encourage the Ripon Consolidated Fire District to maintain a regular program of fire inspection for commercial and industrial buildings.
3. The City will require that the construction of new roads and streets be adequate in terms of width and turning radius to facilitate access by firefighting apparatus. Plans for new streets will be submitted for review and comment to the Ripon Consolidated Fire District.
4. All new development will be required to meet the minimum fire flow rates specified by the City's Fire Code.
5. The City will enforce building and fire codes, and City ordinances with regard to fire protection.
6. The City will support the Ripon Consolidated Fire District in establishing fees for capital facilities and equipment required to service new developments.

Goal E: To prevent crime and promote the personal security of Ripon residents.

Policies:

1. The Ripon Police Department will continue to promote neighborhood security programs, and provide crime prevention training for neighborhood groups and associations.

2. The City will promote consideration of personal security in the design of new development.

Goal F: To provide a satisfactory level of police service, maintained as new development occurs.

Policies:

1. The City will endeavor through adequate staffing and patrol arrangements to maintain the minimum feasible police response times for police calls.
2. The City will continuously monitor response times.

Goal G: To protect City residents from the effects of hazardous materials.

Policies:

1. City approvals of all new development will consider the potential for the production, use, storage, and transport of hazardous materials.
2. Within its authority, the City will regulate the production, use, storage, and transport of hazardous materials to protect the health of Ripon residents.

Goal H: To provide City emergency procedures, which are adequate, in the event of potential natural or man-made disasters.

Policies:

1. The City will maintain and periodically update the City's Emergency Response Plan. As part of the periodic update, the City will review County and State emergency response procedures that must be coordinated with City procedures.
2. The City will conduct periodic emergency response exercises to test the effectiveness of City emergency response procedures.

BACKGROUND DESCRIPTION OF THE CITY RIPON

A. REGIONAL SETTING

The City of Ripon is located in the southern part of San Joaquin County, in the northern San Joaquin Valley. The nearest city in San Joaquin County is Manteca, with a population of about 32,000 in 1985, located seven miles to the northwest. Stockton, the county seat and largest city in San Joaquin County, is about 20 miles to the northwest. Modesto, the principal city of Stanislaus County, is about four miles southeast of Ripon. See Figure 1.

Ripon lies on State Route 99, one of the two principal north-south routes of the Central Valley. Highway 99 provides a direct connection to Modesto and Stockton, and to most distant cities. State Highway 120, an important east-west route, intersects Highway 99 about three miles north of Ripon. It intersects Interstate 5, the Central Valley's other major north-south route, about three miles west of Highway 99.

B. PHYSICAL CHARACTERISTICS

The City of Ripon lies along the north bank of the Stanislaus River at an elevation of 60-65 feet above sea level. Ripon is an area of alluvial fan deposits, but all businesses and residential areas are located above the river's flood plain. There are no records indicating that the main part of the city has flooded in the past.

The climate of Ripon is typical of the Central Valley, being hot and dry in the summer and cool and moist in the winter. Average temperatures range from 80 degrees Fahrenheit in July to about 45 degrees Fahrenheit in January, with extremes ranging from 110 degrees Fahrenheit to about 26 degrees Fahrenheit. Precipitation averages about 13 inches per year with about 85 percent of the annual rainfall occurring between the months of October and March.

C. POPULATION CHARACTERISTICS

The population of Ripon in 1960 was 1,894, 2,679 in 1970, 3,509 in 1980 and 5,131 on January 1, 1985. The City projects that at buildout within the 1985 city limits the population will be about 7,000. By 2005 the expanded city limits will have a maximum population of about 16,000. The rate of increase during the 1960 to 1980 period was about 4.3 percent per year, while during the 1980 to 1985 period was 9 percent. Almost all of the population increase since 1980 has resulted from new residential development, since there has been no significant annexations of previously populated areas.

In 1980, the population reported in the U.S. Census consisted of 3,341 white, 5 black, 18 American Indian/Eskimo, 8 Asian/Pacific Islander, 137 other races and 224 of Spanish origin. The population was recorded as 45% male and 55% female. The median age was 31.5 with 15% of the population being over 65 years of age.

In 1985 there were 2.87 persons per household, compared with 2.75 in 1980, 3.09 in 1970, and 3.18 in 1960.

D. FUTURE GROWTH TRENDS

The City of Ripon has undergone rapid growth in both population and housing stock during the 1980-85 period with it being about 20% in 1985. The principal reason for the rapid growth has been migration from the San Francisco Bay Area. The high cost and demand for housing in that area, the relatively cheap cost of housing in Ripon, its pleasant small-town atmosphere, good schools, and the relative absence of the social problems associated with the larger areas have been factors attracting the new residents. A large number of the people who moved from the bay area still commute to work there.

There appears to be little question that there will be continued migration from the Bay Area, and unless commercial and businesses that develop tax revenue follow, serious financial problems will develop in providing city services. At present about 70% of the normal sales tax for a city of Ripon's size is siphoned off by other localities. Modesto has a large shopping mall four miles to the south and Manteca seven miles north has large shopping facilities. Based on the current average cost per person for police, streets, parks and recreation operations and maintenance, every new house built in the city cost about \$100 per year more than the income they produce. It is obvious that this negative cash flow can not be continued for long without serious negative effects.

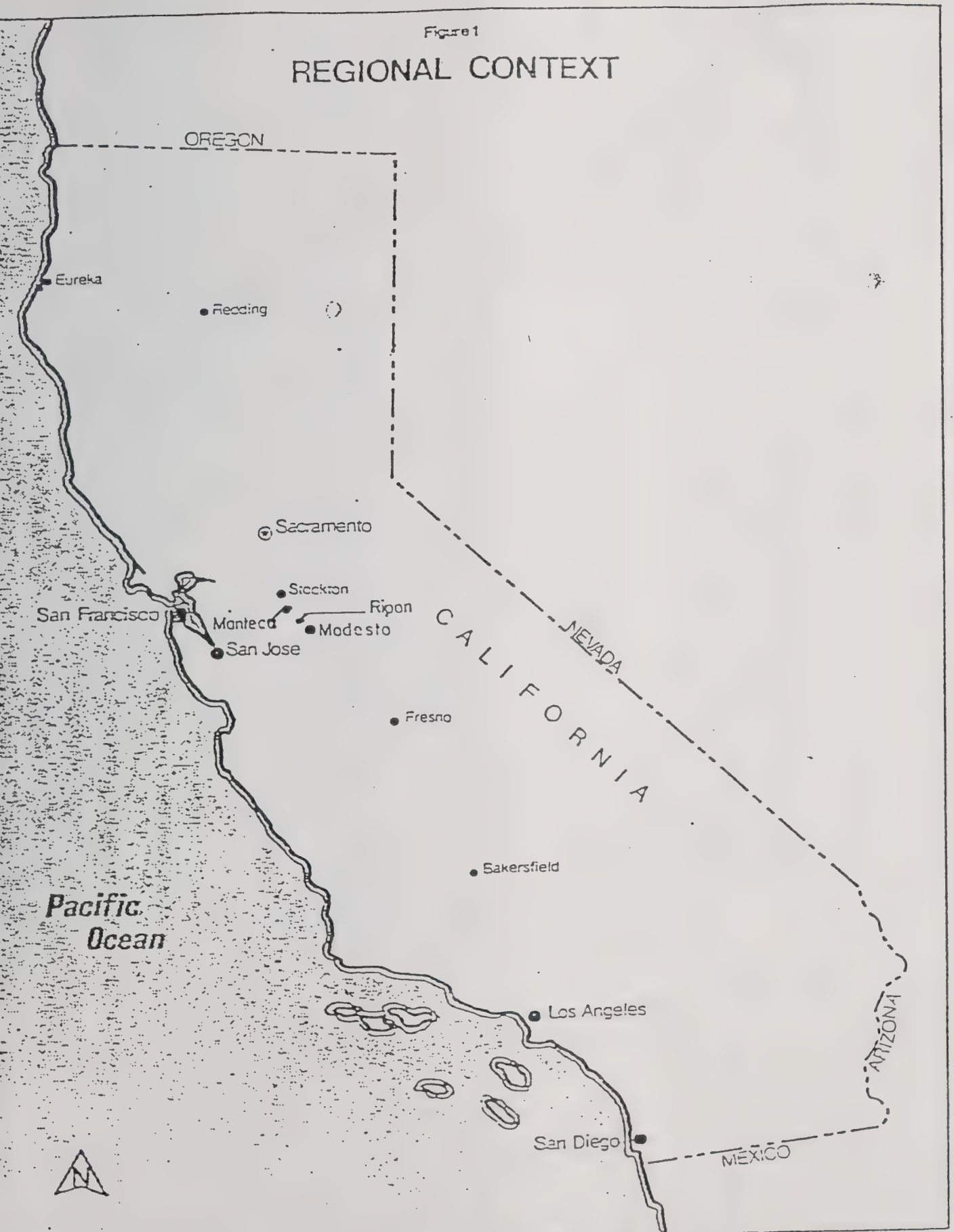
One solution to the unfavorable economics is to secure industrial or commercial businesses that will provide the sales tax. A balanced industrial, commercial, and residential relationship is needed. Normally, industrial and commercial development follow population build-up. If this does not occur, restraints on the rate of residential development may be necessary to allow time for this balance to occur.

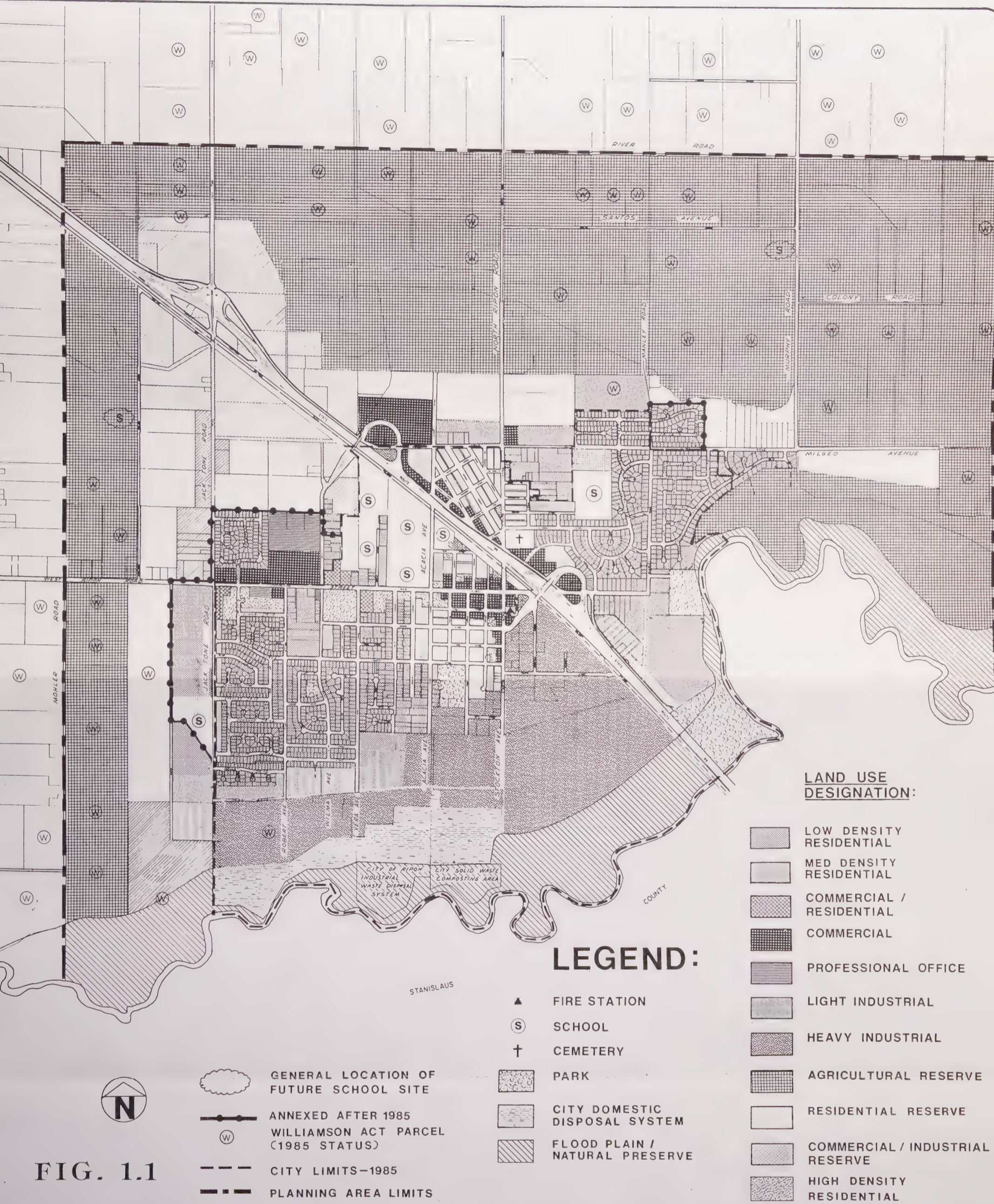
In order for commercial and industrial development to catch up so that balanced growth can be achieved, it appears that a residential growth rate in the range of 3-6% per year would be in order.

The City's Land Use Map, presented in the Land Use Element of this General Plan, shows a total of about 554 acres of land designated for potential housing development within the planning time frame of this plan. At an assumed average dwelling unit density of 6 dwellings per acre (for the purpose of this calculation) and 2.9 persons per household, this represents the potential for approximately 3,300 additional dwellings and 9,600 additional persons at buildout of these Residential Reserve areas. This is about half of the population increase projected by San Joaquin County COG by the year 2005, but it is slightly more than the population increase required to meet a 4 percent annual growth rate.

Figure 1

REGIONAL CONTEXT





REVISIONS		
No.	Description	Date By

GENERAL PLAN **CITY OF RIPON** LAND USE MAP

APPROVED BY THE RIPON CITY COUNCIL _____

0 800 1600 2400 4000
 FEET

LAND USE ELEMENT

The purpose of the Land Use Element is to provide a framework for achieving consensus on land use decisions relative to expected future City growth, population increases, and provision of public services in a manner that attains the goals and objectives of the citizens of the City of Ripon. The Land Use Element is intended to facilitate land use decisions made in accordance with State law and local ordinances governing the classification, location, and intensity of land uses within the Planning Area.

The assumptions of this Element are that there will be continued growth, necessitating eventual conversion of valuable agricultural land, and that the existing high demand for new residential uses and relatively lower demand for new commercial/industrial uses will continue to be a situation requiring special attention.

It is the intent of this Land Use Element to provide a framework for orderly development, minimizing the impact on agricultural lands. It is also the intent of this element to promote balanced residential growth on both sides of the State Route 99 freeway, within limits that assure adequate provision of public services and related infrastructure for the entire community, consistent with the need for housing and population increases.

1. DESCRIPTION OF EXISTING LAND USE

The Planning Area as shown on the Land Use Map (Figure 1.1) consists of approximately 4,800 acres within and outside of the existing City boundaries. This area is bounded by Mohler Road to the west, Wagner Road to the east, River Road to the north and the Stanislaus River to the south. The Cities of Escalon (to the northeast) and Manteca (to the northwest) are the closest urban areas within San Joaquin County. The community of Salida and the northern portions of the City of Modesto (to the southeast) are the closest urban areas within Stanislaus County.

A. EXISTING CITY AREA - DECEMBER 1985

The City of Ripon originally developed along both sides of the Southern Pacific railroad tracks which bisect the city. Commercial and residential development was concentrated in this area but has gradually spread to the present city limits, leaving little undeveloped area for expansion within the core area. The State Route 99 freeway now runs parallel and adjacent to the railroad tracks. As a result, there is limited access between the two areas of the City on opposite sides of the freeway and railroad tracks.

Commercial development is concentrated on the west side, with the east side primarily residential. Some future commercial development can be accommodated and is desired on the east side as well. In addition, areas west of the current downtown district (along West Main Street and adjacent to Wilma Avenue) have been designated for commercial expansion.

Although there is a substantial amount of available land designated and zoned for industrial use in the southwest quadrant of the City, development in this area has been slow. One possible reason for this delay is the lack of good access. A future street, referred to as Doak Boulevard, is intended to serve this area. It will be designated as a truck route and will connect with State Route 99 via Jack Tone Road. Much of the area north of this future street and east of Jack Tone Road has already developed in primarily residential uses. With the completion of Doak Boulevard, industrial growth along this alignment is expected to follow. Residential areas are distributed throughout the City, with older neighborhoods near the central core and newer

subdivisions on the perimeter. The majority of the residences are single family; the existing multi-family developments are dispersed to provide a balance of low and high density uses.

Public and quasi-public land uses include City and County offices, schools, post office, library, City corporation yards, and public utilities buildings.

Open space uses include Mavis Stouffer Park, Thiemann Athletic Park (the Community Center Park), Wilma Park, the Corps of Engineers Park, and areas along the Stanislaus River floodplain/riparian area.

Within the 1985 City Limits, there are approximately 60 acres of undeveloped residential land, distributed almost equally on both sides of the freeway. There are also about 60 acres of undeveloped light industrial land on the west side of the freeway and about 20 acres on the east side. There are approximately 100 acres of heavy industrial land west of the freeway adjacent to the Stanislaus River, outside of the floodplain. See the Land Use Map (Figure 1.1) for the locations of these land uses.

B. PLANNING AREA OUTSIDE OF 1985 CITY LIMITS

The predominant land use in the Planning Area outside the City Limits is agriculture; almonds, row crops and grapes are the main products. Existing rural residential uses along Wilma Avenue on the west side and Milgeo Avenue on the east side lie in the path of orderly expansion. Most of the parcels on the City perimeter are from 5 to 40 acres in size, consisting of agricultural and rural residential uses.

Notable exceptions to the agricultural use patterns outside of the City Limits are highway commercial uses serving primarily truck traffic and an agricultural chemicals business, both located on the north side of State Route 99 between the Wilma Avenue overcrossing and Jack Tone Road.

C. INFRASTRUCTURE

The following services comprise the infrastructure system which supports existing and anticipated land uses within the City of Ripon.

Water Service

Ripon has its own water system which provides drinking and household water to all residents and businesses within the City; however, a small number of industries and schools have wells on their own property for irrigation and/or industrial use. In 1985 the City had six wells which were operational and planned to drill an additional domestic well plus a 570,000 gallon water storage tank with booster pumping station. The daily average use was about 1.0 million gallons per day with the maximum being 2.5 million gallons per day.

The general condition of the City's water distribution system is good except in the oldest part of the City. Replacement and improvement in this area is contemplated as a Redevelopment Agency project.

As growth occurs outside the city limits, additional wells or storage tank equivalent should be added at the rate of about one per 60-100 acres of residential development.

Extension of water supply to developing sections of the City can be accomplished as long as water of acceptable quality can be secured; however, the ability to find good water in the future is a matter of concern because of salt, nitrate levels and organic chemical contamination of some aquifers. The nitrate level in some of the City's wells has increased significantly over the past few years. In 1985, two of the wells no longer met State drinking water standards and could not be used for drinking water. One of these is retained on standby for extreme fire emergencies. All of the wells used for drinking water meet state health standards. Most of the irrigation wells surrounding the City exceed drinking water standards for nitrate levels, suggesting that there may be future problems in securing acceptable water.

Because of the potential problem of securing good water in the future, the City has made application for an allotment of surface water from the New Melones project. Transporting and treating will of course increase the cost of water significantly. South County area wide action would no doubt be required to bring such a project to fruition.

Sewage Disposal System

The City of Ripon provides domestic sewage disposal for all residents, businesses, and schools within the City. Industrial sewage disposal is also provided for all users except Simpson Paper Company, which has its own facility. A combination of ponding aeration and land irrigation for industrial waters are the methods employed for sewage disposal. Approximately 80 acres in the floodplain of the Stanislaus River has been isolated from the river by levees and separated into two-acre to five-acre ponds for the domestic sewage disposal. An additional 18 acres, not protected by levees, is used for the industrial water disposal.

The use of ponding aeration for domestic and industrial sewerage is an efficient and economical means of treating sewerage as long as the capacity of the ponds is not overloaded. In the past, as well as in recent times, there have been occasions when the ponds were overloaded and very objectionable odors resulted. This has been a major reason for designating areas in proximity to the ponds for industrial uses since the City's incorporation in 1945. Continued restriction of residential housing from close proximity to the sewer ponds appears prudent. Other cities that use mechanical aeration have adopted similar policies.

The domestic effluent is distributed in such a manner as not to overload the natural capacity of the ponds, which is approximately 40-50 lbs of BOD (biochemical oxygen demand) per day per acre of surface. The 80 acres of ponds have the capability of handling more than 13,000 people at normal rates of BOD production.

The industrial effluent is handled like a farming operation using flood irrigation. Disked levees are formed to handle one day's effluent and the areas are rotated on a 14-day schedule. The soil is currently tilled after the irrigation; in the future it may be used to plant crops. During potential flooding industrial affluent is placed in the domestic ponds.

In 1985 an 18-inch sewer main was constructed to bring effluent under the freeway and railroad from the east side of the city. It has the capability of handling projected growth on the east side as far northwest as the Wilma Avenue overpass. To provide capacity for future development

west of Highway 99, an 18-inch gravity flow sewer line is planned along Doak Boulevard and Reuss Avenue south of West Main Street and Jack Tone north of West Main. A lift station and pressure line will transport the effluent from Doak Boulevard to the ponds.

In 1985 the domestic sewage flow was about 400,000 gallons per day; industrial flow was about 200,000 gallons per day.

Modest user fees, sewer district taxes, and annexation hookup fees help offset costs for operation and expansion of sewer facilities.

Drainage System

Ripon has three systems for handling storm water run-off. Part of the drainage for the older part of the City in the industrial area west of State Route 99 flows into the industrial sewage lines. Another portion is pumped into South San Joaquin Irrigation District lines or canals. The largest portion of the drainage flows by gravity through four mains directly to the river.

Most of the soils in the Planning Area are of the sandy loam type providing good percolation and minimal erosion and sedimentation. The terrain generally slopes toward the river, allowing gravity flow of storm waters and effluent to their outlets. Based on past experience, the system appears to be adequate for even the most severe storms.

A 54-inch line is planned from West Main Street south to the river along Reuss Avenue to handle future development in areas west of Highway 99. Extension of the line to connect with the South San Joaquin Irrigation District canal either on Highland or Mohler Avenue would provide a bypass for waters pumped into the canal north of West Main. The canal could act either to transport runoff to the river or as a holding pond above the connection to the 54-inch line. During the off season when canals are repaired, it is desirable to have a bypass upstream of the repaired location in case of unexpected rain or flow into the canal.

Solid Waste Disposal

The City collects solid waste from residences, schools, and businesses in its own equipment and delivers it to the County's Lovelace transfer station, where it is combined with other wastes and shipped to the Foothill Land Disposal site. Solid waste from industrial plants is handled by private operators.

The County charges the City a fee for handling the waste and transfer to a land disposal site in the foothills. Tonnage during 1984 was approximately 1,500 for City operations and 500 for the private industrial operations.

By 2005 with 16,000 people and a proportionate industrial/commercial/residential mix similar to 1984, Ripon residents will produce about 6.4 tons of solid waste per year and about 1.5 tons of industrial waste. The land use map provides for a greater proportion of industrial land compared to residential than the city's 1984 ratio, however, which could increase the amount of industrial solid waste generation if industrial land were to fully develop by 2005.

Other Services

Electrical and gas service is provided by Pacific Gas and Electric Company, telephone service is provided by Continental Telephone, and cable TV is provided by Sonic Cable Company.

D. SCHOOLS

Schools for Ripon residents are provided by the Ripon Unified School District (public schools), Ripon Christian Schools (private), and the Yosemite Junior College District.

The School Board and teachers of the public school system have established criteria for classroom size and instruction that are aimed at providing quality education for the community's children. This tends to minimize the potential for securing state support for new facilities, i.e. the state gives minimal support to schools having only 25 students per classroom. The community has shared the interests of the School Board and teachers in providing a quality school system.

Fees are collected from all new residential construction to offset the costs of new school facilities. A combination of portable and permanent facilities are employed; the latter being mainly rest rooms and administrative facilities.

Current public schools within the Planning Area include:

Ripon Elementary and High School (Acacia and Main Street),

Ripona Elementary School (Oregon Street), and

Weston Elementary School (Jack Tone Road)

The Land Use Map (Figure 1.1) shows the location of existing school sites, as well as the general location of future school sites.

2. FUTURE LAND USE

A. FUTURE LAND USE WITHIN THE 1985 CITY AREA

At a projected growth rate of 4%, the existing available residential land within the City could be built out within 3 to 5 years. Existing residential areas will remain residential with deteriorated structures being replaced. Extension of residential uses into areas presently outside the City Limits is expected to be gradual, with annexation and zoning of sufficient perimeter land to provide in the range of 3-6% annual growth in residential units.

Portions of the city with industrial land use designation are located near the freeway, railroad, and sewer facilities. These have been so designated to allow industry to serve as a buffer to residential areas from the noise of the freeway and potential nuisances of the waste water treatment facility. Light industry, consisting of less intensive uses, is intended to serve as a buffer between heavy industry and residential uses.

The largest change anticipated within the existing City Limits is in the areas zoned for industrial development. The extension of Jack Tone Road and Doak Boulevard will provide access and

allow for development of a large portion of lands now zoned for industrial use on the high ground near the river.

The downtown commercial area has little room for expansion, except westward along Main Street. Banking, retail, restaurant, service and office uses will continue in this area. Land to the west, along West Main Street, is zoned for commercial uses and is expected to develop within five years.

B. FUTURE LAND USE OUTSIDE OF THE 1985 CITY LIMITS

It is the City's goal to achieve a balance of residential and commercial/industrial uses which will provide stable employment and housing for the growing population, consistent with the City's ability to provide appropriate and necessary services and the premise that the major capital cost of development should be borne by those who benefit from it the most. New commercial/industrial areas in the plan are located near the freeway and the railroad. These have been so designated to allow these land uses to buffer residential areas from the noise of the freeway and railroad. Another industrial area is included at the south end of Jack Tone Road between future residential areas and the City sewer disposal system. An area on the east side of the highway near the Wilma overpass is designated for commercial uses. Areas on both sides of the freeway and railroad, northwest of Wilma, are designated as commercial/industrial reserve largely because utilities are not available at this time for these areas.

Most of the agricultural lands are small parcels of 40 acres or less, and many are in the Williamson Act. The latter moderate or restrict growth because of their effect on infrastructure development.

C. FUTURE INFRASTRUCTURE

The effects on the infrastructure of future development within the 1985 City Limits are expected to be minimal, due to the limited amount of undeveloped area therein. Projected future development within the presently unincorporated portions will produce significant effects on infrastructure needs. The following sections discuss the implications for the various elements of the infrastructure system within the Planning Area.

Water Service

The water distribution system in the older part of the City will need replacement; however, this is already a planned project of the Redevelopment Agency.

Extension of water supply services within the 1985 City limits can be accomplished without difficulties as development occurs.

As development occurs in areas outside of the 1985 City Limits, water service and distribution systems will need to be extended or new facilities may need to be developed.

Along with such development, the demand for water will increase and could exceed the capacity of the City's supply system. If this happens, new sources of potable water will have to be found. If adequate wells cannot be developed, alternate new sources of water will have to be developed or used reduced amounts.

Sewage Disposal System

The 18-inch sewer main constructed in 1985 to bring effluent under the freeway and railroad from the east side of the City, has the capability of handling projected growth on the east side as far northwest as the Wilma Avenue overpass. The City is currently planning several additional improvements to the sewer system. These include the construction of a lift station at the corner of Doak Boulevard and Jack Tone Road. A pressure line will carry the effluent south to the sewer ponds. The main line will go west from Jack Tone Road to Ruess Avenue then north along Ruess to Main Street. From there it will go east to Jack Tone Road and then north to Highway 99.

A major factor in determining future sewer capacity is how flow rates in the river are maintained. If the height of the river prevents use of the industrial disposal area, these effluents must be transferred to the domestic ponds, thus reducing the capacity for regular domestic effluent. Alternatively installing mechanical aeration would double the holding of the ponds because the water capacity could be greater, but would be a greater expense and require time and funding to implement.

The existing treatment facilities would have the capacity to serve the projected population within the 1985 City Limits. However, industrial and commercial development could alter this estimate. Future development within the unincorporated portions of the Planning Area beyond 13,000 people will eventually result in these facilities reaching their capacity unless pondage is added. With addition of mechanical aeration the period between disposal of treated water in ponds and tertiary treatment for placement in the river can be extended. Adding additional acreage as insurance should be considered before future growth nears sewer capacity.

Drainage System

The existing storm drainage system within the 1985 City limits has been able to handle the most severe storms in recent years without significant problems. It is expected that the existing system will be adequate to handle the storm run-off within the 1985 City Limits at full buildout.

Development within the unincorporated portions of the Planning Area will require the installation of adequate new drainage facilities and possibly the upgrading of existing facilities.

Solid Waste Disposal

Solid waste collected by the City will continue to be delivered to the County's Lovelace transfer station, where it is combined with other wastes and shipped to the Foothill Land Disposal site. The County's sites have the capacity for several years, and additional capacity is being developed. The City has a member on the County's solid waste study team evaluating future needs and sites. It will continue to support forward planning to ensure adequate capacity to meet future needs of the City and County.

The City will need to expand its collection capabilities (equipment and staff) to keep pace with population and development growth.

Flood Hazards

Fortunately, only a small portion of the land within the City and future growth lies in the floodplain (see Figure 6-2). Past and current policies prevent construction in the floodplain except under special permit for such purposes as parks, sewer ponding, etc.

Other Services

It is expected that electrical and gas service will continue to be provided by Pacific Gas and Electric Company, telephone service will continue to be provided by Continental Telephone, and cable TV will continue to be provided by Sonic Cable Company.

D. FUTURE SCHOOLS

The growth of the City in the last few years has resulted in the construction of the Weston Elementary School site. With this added capacity the school needs of the 1985 City Limits at buildout is expected to be satisfied.

Future development within the unincorporated portions of the Planning Area will undoubtedly require the development of new school sites. Securing sites and portable buildings, constructing the facilities, and developing the infrastructure (if not already available) takes considerable time. It is doubtful that necessary school facilities can be built using existing funding, because of cost of land and development. Passage of a special tax or other source of funding may be necessary.

The Land Use Map (Figure 1.1) shows the general location of future school sites based on the School District's projections of need.

E. CIVIC CENTER FACILITIES

Space in the existing city hall and police department is limited, without potential for significant expansion. The City will, therefore, need new facilities to accommodate projected growth. The City proposes to construct a new city hall, police department, and court facilities on a 12-acre site on the west side of Wilma Avenue north of Main Street. The complex will also include a four-acre park site.

3. CONSISTENCY

California Planning and Zoning Law requires that the General Plan contain seven mandated elements which address a broad range of issues relevant to the City's long term development. The plan must be internally consistent, with the goals and policies of each element in harmony with the others, as well as with the implementation programs and the land use map.

The use designations shown on the Land Use Map have been formulated to be consistent with the data, analyses, and policies of the other Elements of this General Plan. The Subdivision Map Act requires that land divisions cannot be approved unless they are found to be consistent with the General Plan. The City will use the following procedures and guidelines as necessary to maintain consistency:

1. Amendments to the zoning ordinance, subdivision ordinance, and other implementation measures will be approved only if they are consistent with the General Plan.
2. Upon adoption of the General Plan, or any amendment there to, the City will amend the zoning ordinance, subdivision ordinance, and other implementation measures as necessary to maintain consistency.
3. The general test of consistency will be based on evaluation of whether or not the ordinance amendments and development approvals further the goals, policies standards, and implementation programs expressed in both the text and maps of the General Plan.

LAND USE MAP AND STANDARDS

The Land Use Map depicts (Figure 1.1) proposed land use for Ripon and the surrounding area through the year 2005. The boundary lines between land use designations in most cases following parcel lines. These lines may be made more specific by subsequent general plan amendments as more detailed planning is undertaken for these areas.

The following sections describe the land use designations appearing on the land use map, standards of population density and building intensity, and the potential application of the land use designations to the territory covered by the map.

PRIMARY LAND USE DESIGNATIONS

LOW DENSITY RESIDENTIAL (R-1, R-1A, UR): This designation provides for single-family detached and attached homes, secondary residential units, limited agricultural uses, public and quasi-public uses, and similar and compatible uses. The maximum residential density is 7 dwelling units per net acre (or approximately 5 dwelling units per gross acre). Average population per household is estimated to be 3.15.

MEDIUM DENSITY RESIDENTIAL (R-3, UR): This designation provides for single-family and multi-family residential units, public and quasi-public uses, and similar and compatible uses. The maximum residential density is 14 dwelling units per net acre (or approximately 10 dwelling units per gross acre). Average population per household is estimated to be 2.5.

HIGH DENSITY RESIDENTIAL (R-4, UR): This designation provides for single-family and multi-family residential units, group quarters, public and quasi-public uses, and similar and compatible uses. The maximum residential density is 18 dwelling units per net acre (or approximately 16 dwelling units per gross acre). Average population per household is estimated to be 2.5.

PROFESSIONAL OFFICE (PO, UR): This designation provides for professional and administrative offices, medical and dental clinics, laboratories, financial institutions, public and quasi-public uses, and similar and compatible uses. The floor-area ratio (FAR) may not exceed .60.

COMMERCIAL-RESIDENTIAL (CR, UR): This designation provides for retail and service uses, offices, restaurants, service stations, public and quasi-public uses, and similar and compatible uses. The floor-area ratio (FAR) may not exceed .60.

COMMERCIAL (C, UR): This designation provides for retail and service uses, offices, restaurants, service stations, wholesale, warehousing, and heavy commercial uses, public and quasi-public uses, and similar and compatible uses. The floor-area ratio (FAR) may not exceed .60 outside of the downtown. Within the downtown (which consists of all lots fronting on Main Street between Highway 99 and Acacia Avenue), the floor-area ratio (FAR) may not exceed 2.0.

LIGHT INDUSTRIAL (M-1, UR): This designation provides for industrial parks, warehouses, distribution centers, light manufacturing, public and quasi-public uses, and similar and compatible uses. The floor-area ratio (FAR) may not exceed .50.

HEAVY INDUSTRIAL (M-2, UR): This designation provides for manufacturing, processing, assembling, research, wholesale and storage uses, trucking terminals, railroad and freight stations, public and quasi-public uses, and similar and compatible uses. The floor-area ratio (FAR) may not exceed .50.

SCHOOLS: This designation is applied to existing school sites.

CEMETERY: This designation is applied to existing cemeteries.

PARK: This designation is applied to existing parks.

CITY DOMESTIC DISPOSAL SYSTEM: This designation is applied to the City-owned lands used for sewage treatment and disposal.

FLOODPLAIN/NATURAL PRESERVE: This designation is applied to areas within the designated floodplain. This designation provides only for open-space and low-intensity public uses.

RESERVE DESIGNATIONS

RESIDENTIAL RESERVE (UR): This designation is applied to areas planned primarily for residential uses five to ten years in the future. The average residential densities are assumed to be 6 dwelling units per gross acre. The average population per household is estimated to be 3.0. No urban development may occur on lands designated Residential Reserve before the General Plan is amended to specify a primary land use designation for the property.

COMMERCIAL/INDUSTRIAL RESERVE (UR): This designation is applied to areas planned primarily for commercial and industrial uses, when services are available. The floor-area ratio (FAR) is assumed to be .50. No urban development may occur on lands designated Commercial/Industrial Reserve before the General Plan is amended to specify a primary land use designation for the property.

AGRICULTURAL RESERVE (A, UR): This designation provides primarily for agricultural uses (such as vineyards, orchards, and row crops), support uses directly related to agriculture, public and quasi-public uses and similar and compatible uses. No urban development may occur on lands designated Agricultural Reserve before the General Plan is amended to specify a primary land use designation for the property.

4. LAND USE GOALS AND POLICIES

Goal A: To provide, designate, and protect land to ensure sufficient residential, commercial, and industrial development to meet community needs, including the City's fair share of regional housing needs.

Policies:

1. The City will prevent the intrusion of incompatible uses into stable existing residential areas.
2. The City will preserve and enhance the quality of existing residential areas by continuing active programs for high quality public services, the rehabilitation of useful units, and the abatement of seriously substandard units.
3. The City will continue programs for the prevention and removal of blight using all public and private resources available, including enforcement of all applicable codes, neighborhood rehabilitation and redevelopment activities.
4. The City will encourage active involvement of individuals and organized citizen groups in the maintenance and upgrading of existing residential neighborhoods and commercial centers.
5. The City will encourage development to proceed, insofar as possible, in an orderly fashion rather than as random growth, to minimize the impact on agricultural land, to avoid creating peninsulas of development and leap-frog development, and to promote balanced residential growth on both sides of the freeway.
6. The City will review new residential development projects for compatibility with existing neighborhoods.
7. The City will annex sufficient land to provide for a projected residential growth rate in the range of 3-6% per year.
8. The City may require a Planned Unit Development, Phased P.U.D., Specific Plan or Development Agreement for annexations.
9. The City may require a Planned Unit Development, Phased P.U.D., or Development Agreement for developments of 10 or more residential units or any development in the C or M zones.
10. The City will disperse high density residential development and concentrate such uses in areas of not more than 3-4 acres in size.
11. The City will designate lands for residential uses according to the following scale:

Low Density	7 units or less per net acre
Medium Density	14 units or less per net acre
High Density	18 units or less per net acre

(The above stated densities may be increased if the City Council finds that site characteristics or development amenities require such density increase to effect compliance with General Plan policies and insure compatibility with existing neighborhoods.)

12. The City will prohibit all building in the city within the floodplain except by special permit and will prohibit construction of residential housing within ~~approximately~~ 1/4 mile of the wastewater ponds.

Goal B: To retain and renew existing commercial land uses and designate sufficient new commercial areas to meet future City needs.

Policies:

1. The City will promote the retention and renewal of the central business district.
2. The City will encourage businesses and professional uses in commercial centers.
3. The City will require new commercial establishments to be carefully integrated into the surrounding area, so as to mitigate or minimize conflicts with other land uses, especially residential, recreational, and open space.

Goal C: To provide sufficient land designated for industrial uses that are compatible with the existing community.

Policies:

1. The City will require that industrial land uses be protected from encroachment by residential or other incompatible uses.
2. The City will encourage industrial uses that do not harm the environment or pose danger to City residents.
3. The City will designate land for industrial uses sufficient to meet future City needs, including the need for employment, but limited to uses that will not negatively impact existing neighborhoods.

Goal D: To designate, protect, and conserve the natural resources and open space in the City.

Policies:

1. The City will prohibit development, except for open-space and low-intensity public uses, in the floodplain of the Stanislaus River.
2. The City shall attempt to minimize the intrusion of urban development into agricultural areas and discourage the premature conversion of agricultural lands to urban uses.

3. The City will consider the need for parks in conjunction with annexation and development.
4. The City may require open space amenities in medium density, high density, and planned unit developments.

5. IMPLEMENTATION PROGRAMS

1. **Program statement:** The City will amend its zoning ordinance to be consistent with the goals, policies, and standards as expressed in the text and maps of this Land Use Element.

Program responsibility: City Council and Planning Department.

Funding source: General fund - regular staffing.

Time frame: Fiscal Year 1988-89.

CIRCULATION ELEMENT

The general well-being of the City of Ripon, and any modern day city, is dependent on its ability to efficiently and safely transport people and goods within, and through its boundaries. The network of highways, roads, and streets that move its residents and goods define, and at the same time, constrain the city itself. Because of its relatively small size, mobility within and through the city is still relatively easy. There are, however, some aspects of its physical setting which constrain future expansion of the city's transportation system.

1. DESCRIPTION OF EXISTING CONDITIONS AND FACILITIES

Streets and Roads

The State Route 99 is a multi-lane freeway which divides the city and is the main route for through traffic and for connections north and south of the city. The Southern Pacific Railroad line runs parallel and adjacent to State Route 99 through the city. These two features provide a physical, man-made barrier to travel between the two portions of the city bisected by them.

There are no mainline railroad crossings within the city and only one spur track (in the industrial area) that crosses a city street. Two overpasses span the railroad and State Route 99 connecting the two portions of the city. One is the Second Street overpass, which allows access to and from both northbound and southbound State Route 99. The other is the Wilma Avenue overpass which allows only access to and from northbound State Route 99. A third overpass, with a full interchange for northbound and southbound freeway traffic, is located at Jack Tone Road and is outside of the city at this time. It provides additional access to the city, but is adjacent to an at-grade railroad crossing immediately to the south of the interchange.

The other physical barrier to expansion of the city's circulation system is the Stanislaus River which bounds the city on the south. The only roadway crossing of this river in the vicinity of the city is the State Route 99 bridge across it.

Stockton Avenue north of State Route 99 and West Main Street are the primary access routes for the city from the north and west, respectively. Manley Road and Milgeo Avenue provide access to the freeway on the east side of the city, while Second Street, Wilma Avenue, and Jack Tone Road provide access to the freeway on the west side of the city. The remaining streets within the city provide primarily local access to properties; however, some function as local collectors also.

The major intersections within the city include the following, all of which have all-way STOP sign control:

Main & Acacia	Fourth & Vera
Main & S. Stockton	East Main & Second Street Overpass
Second & S. Stockton	N. Stockton & Milgeo
Second & Acacia	Milgeo & Manley
W. Main & Jack Tone	

In anticipation that traffic signals and other traffic engineering improvements will be required in the future at some city intersections, traffic control device development fees are being collected from new residential and non-residential developments based upon the traffic each is expected to generate.

New development within the city which is likely to generate significant levels of daily or peak hour traffic on critical streets or at key intersections is required to have traffic studies prepared to identify potential traffic impacts and improvement measures to mitigate those impacts.

Existing Circulation Network and Traffic Volumes

Most city streets function as local access streets. Some function as local collectors and others function as minor arterials. Figure 2.1 shows the functional classification of the existing streets within the 1985 city limits.

Street widths throughout the city vary considerably, owing primarily to the long period of time over which the city's street network has evolved and the different standards which were in effect through that period.

Main Street's right-of-way width varies from 70 to 80 feet, with the 70-foot portions located primarily in the older part of the downtown area. Jack Tone Road has a planned right-of-way of 84 feet both north and south of West Main Street.

The City's 1985 standards for the construction of new streets include four basic right-of-way widths. Cul-de-sac streets are 50-foot widths, local streets are 60-foot widths, collector streets are 72-foot widths, and minor arterials are to have 84-foot widths. Where existing development either limits the available right-of-way or provides a wider right-of-way, some deviation from these standard widths may be necessary. Consequently, collectors may range from 70 to 84 feet in width, and minor arterials may range from 80 to 84 feet in width.

Existing daily traffic volumes within the city are light to moderate. Figure 2.2 shows the estimated existing daily traffic volume levels on the freeway and several city streets for which traffic volume counts have recently been collected.

For a two-lane major collector street, the capacity is usually assumed to be in the range of 12-15,000 vehicles per day (vpd). For local access streets, lower maximum volumes are usually appropriate. For four-lane streets, the capacity can range up to 20-24,000 vpd depending on the prevailing conditions (e.g., intersection controls, amount of turning traffic, provision of turn lanes at intersections, presence or absence of curb parking, etc.).

State Route 99 is a four-lane facility to the north of the Wilma overpass and a six-lane facility to the south of that point. The four-lane portion has a capacity of approximately 60-65,000 vpd, while the capacity of the six-lane portion is in the range of 90-100,000 vpd. At these daily volume levels, serious peak hour congestion would be expected to occur routinely.

The County roadways within the Planning Area are essentially all two-lane, rural roadways. They are for the most part in good condition and carry traffic volumes well within their capacity. The County is in the process of preparing a feasibility study for the widening of North Ripon Road from Milgeo Avenue to River Road. No date for this project has yet been established. There are no other planned or projected County roadway improvement projects within the Planning Area.

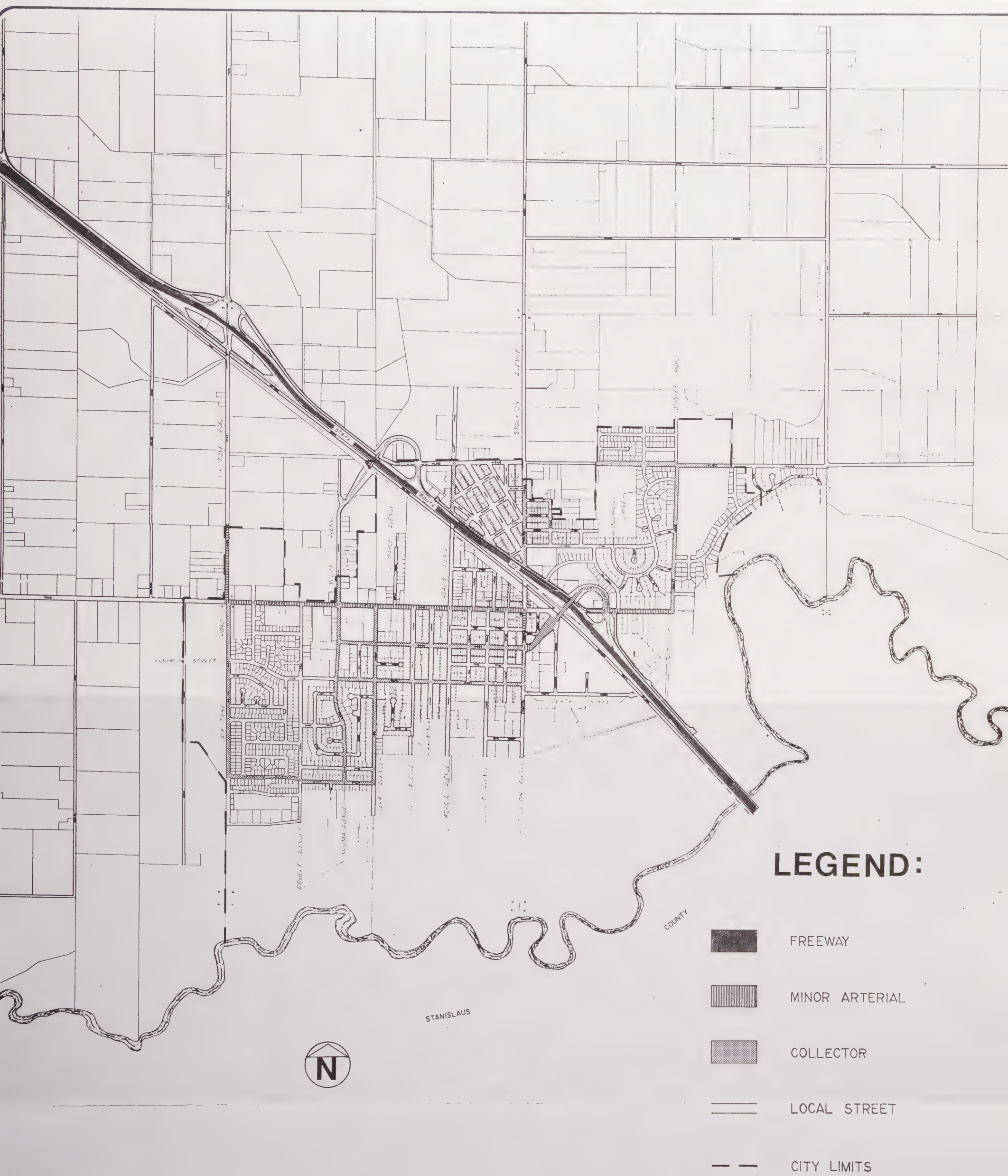
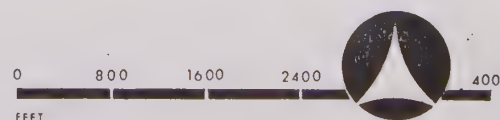


FIGURE 2.1
EXISTING FUNCTIONAL
STREET CLASSIFICATION

CITY OF RIPON
GENERAL PLAN



Traffic Accident Patterns

In calendar year 1985 there were 27 reported traffic collisions within the city of Ripon. In calendar year 1986 a total of 50 collisions were reported. Table 2.1 presents a tabulation of the traffic collisions reported in these two years by type of collision and by severity (fatality, injury, or property damage only).

These data indicate an increase in both property-damage-only accidents and injury accidents. The total accidents increased by approximately 85 percent. Due to the relatively low overall number of accidents, however, the statistical significance of this increase is uncertain. Table 2.2 presents another tabulation for the same accidents with a break-down of the primary contributing circumstance and the severity. The largest category of known contributing circumstance involves unsafe speed.

TABLE 2.1
CITY OF RIPON
TYPES OF TRAFFIC COLLISIONS AND SEVERITY

Motor Vehicle versus:	----- 1985 -----		----- 1986 -----	
	Prop. Damage Only	Injury	Prop. Damage Only	Injury
Pedestrian	-	2	-	1
Bicycle	-	1	1	2
Parked Motor Vehicle	3	1	8	1
Other Motor Vehicle	15	2	17	6
Fixed Object	1	-	9	1
Other Object	-	-	3	1
Non-collision	-	1	-	-
Other	-	1	-	-
Subtotals	19	8	38	12
All accidents	27		50	

Source: SWITRS, California Highway Patrol, 1985 and 1986.

TABLE 2.2
CITY OF RIPON
TRAFFIC COLLISIONS
CONTRIBUTING CIRCUMSTANCES AND SEVERITY

Primary Collision Factor	----- 1985 -----		----- 1986 -----	
	Prop. Damage Only	Injury	Prop. Damage Only	Injury
Alcohol/Drugs	1	-	1	4
Unsafe speed	9	2	12	2
Wrong side of road	-	-	2	2
Improper passing	1	-	-	-
Improper turning	-	1	2	-
Auto or Ped right of way	1	2	5	1
Other improper driving	3	1	-	-
Signals and STOP signs	2	-	2	1
Unsafe starting or backing	-	-	8	1
Hazardous parking	-	-	1	-
Other than driver	-	-	2	-
Equipment (brakes, etc.)	-	-	1	-
Pedestrian violation	-	-	-	1
Unknown	2	2	2	-
Subtotals	19	8	38	12
All accidents	27		50	

Source: SWITRS, California Highway Patrol, 1985 and 1986.

Air Transportation

The closest major airport to Ripon is the County-owned Stockton Metropolitan Airport, located 15 miles north of Ripon at Airport Way and Sperry Road.

The airport has two parallel runways. The main runway (8,650 feet long) is used primarily for commercial jet operations and California Army National Guard aircraft. The second runway (3,000 feet long) is used by general aviation aircraft. In addition to the airfield complex, the airport's other facilities include "T" hangars, shelters, tie down spaces, and a 60,000 square foot

terminal building (housing restaurants, car rental outlets, a flight service station, the weather bureau, airline service counters, the airport's administrative offices, and a security concourse).

Commercial air services, including passenger and air cargo service, are currently offered by three regularly scheduled airlines. Their service is primarily to San Francisco, Los Angeles, Reno, and/or Denver, but other destinations can be reached via connecting flights. There are a number of other fixed operators at this airport providing charter services, flight training, helicopter service, and repairs/sales.

For long-distance and/or international flights, the San Francisco International Airport, the Oakland International Airport, and Sacramento Metropolitan Airport are the nearest large airports serving Ripon residents.

There are no airfields within the Planning Area.

Transit and Rail Service

A City van, driven by volunteers, provides city residents with local transportation and transportation to Modesto. Special trips can also be arranged to concerts, museums, and recreation facilities when interest justifies. Greyhound Bus Lines provides intercity services.

Southern Pacific Railroad handles freight service which is arranged through their Manteca office. The service appears to be adequate for local needs.

Amtrak passenger service is available at Riverbank, which is approximately 15 miles from Ripon.

Bicycle Circulation

To date, bicycle use in Ripon is limited to the existing streets without special bike lane delineation. The relatively wide streets and low traffic volumes and speeds on the majority of streets within the city have minimized automobile versus bicycle problems. There are some designated South County regional bicycle routes that pass through Ripon, but no other locally designated bicycle routes exist.

Off-street Parking

Off-street parking is required by the zoning ordinance for all new developments, including shopping centers, churches, schools, and businesses. In addition, off-street parking is required for civic and social activities where the number of people involved or the nature of the activities have the potential to cause traffic congestion and traffic safety problems. While the zoning ordinance does contain such requirements, they may be outdated with respect to parking demands generated by current land use and development trends. A review of the current parking requirements should be undertaken to ensure that future parking demands are adequately provided for as new development takes place.

In the downtown area where most of the properties are already developed without off-street parking, the parking needs are served by on-street parking (either parallel or diagonal parking spaces), by a few small private off-street lots or parking areas, and by a 38-space, City owned parking lot located south of Main Street and west of South Stockton Street.

Until recently, these parking facilities have accommodated the parking demands on average weekdays with little or no parking congestion; however, recent commercial and office developments involving the rehabilitation of older existing buildings have resulted in increased parking demands. Consequently, some parking congestion is being experienced at the east end of Main Street. Conditions are not yet serious enough to necessitate special improvement measures, but future additional developments within the downtown area could worsen conditions sufficiently to make action by the City necessary.

2. FUTURE TRAFFIC VOLUME LEVELS

State Route 99 Freeway Traffic Volumes

Caltrans District 10 indicates that by the year 2005, Route 99 will carry an estimated 82,000 vehicles per day (vpd) in the vicinity of Ripon. This is within the capacity of the six-lane portion, south of the Wilma overcrossing; however, this exceeds the capacity of the four-lane portion, north of the Wilma overcrossing. Caltrans indicates that the route concept for Route 99 calls for ultimate improvement to six-lanes from the Wilma overcrossing to north of Manteca. Therefore, the ultimate capacity of Route 99 throughout the vicinity of Ripon should be adequate to accommodate the projected year 2005 traffic volume levels.

City Street Traffic Volumes

Traffic volumes on the city's major circulation streets can be expected to increase proportionately as the population of the city increases. Furthermore, in those areas where specific commercial, office, or industrial land uses are projected, the future increases in traffic volume levels may be higher than the overall average for the city, due to the traffic intensive nature of such uses and their tendency to attract trips (for shopping, services, and employment) from the residential areas.

The policies of the Land Use Element will promote development on both sides of the freeway. Therefore, the increases in traffic volume levels should be fairly uniform throughout the city.

The projected year 2005 population of the city at a 4% growth rate will result in about a 2.5 times increase in population over the 1985 level. Based on standard transportation planning principles, it is reasonable to expect that the traffic volume levels on the city's primary street system will increase on the average by at least this same factor.

Therefore, it can be expected that the traffic volume levels shown on the major streets in Figure 2.2 can be expected to be from 2-2.5 times the levels shown. As the following section discusses, there will be the need for traffic improvement measures to adequately handle these projected traffic volume levels.

3. FUTURE CIRCULATION IMPROVEMENTS

Within the 1985 City Limits

Figure 2.1 is the Circulation Plan Diagram for the 1985 City limits. It shows the location of new roadway facilities within the existing City limits. The new facilities within the 1985 City limits are described below.

The major need for new streets within the City limits is a proposed new street along the south side of the City known as Doak Boulevard (from South Stockton Street to Jack Tone Road, and eventually westerly to Mohler Road). Jack Tone Road will be the major connection to State Route 99 for the western part of the City. When Doak Boulevard is completed it will provide an alternative to the use of Main Street for truck traffic, and will serve development in the southwest industrial area.

Other new streets anticipated within the planning time frame include extensions of existing streets. These include Manley Road south of East Main Street and southerly extensions of Palm Avenue, Acacia Avenue, and Locust Avenue. Additionally, a new east/west street connecting Vera Avenue and South Stockton Avenue would intersect these latter four street extensions.

Future streets within the City should be constructed to City standards and have the following rights-of-way:

Cul-de-sac and Local Streets:	60-foot right-of-way
Collector Streets:	72-foot right-of-way
Minor Arterials:	100-foot right-of-way
Major Arterials:	140-foot right-of-way

In addition to new streets and extensions of existing streets, there will be the need for intersection and roadway improvements to accommodate the projected traffic volume levels. Streets such as West Main Street, Jack Tone Road, Wilma Avenue, and East Main Street will require improvement to their ultimate roadway width within the available rights-of-way. This can be done as abutting development takes place or as the need arises where development has already occurred.

Intersection improvements, in addition to widening mentioned above, may include signalization of several key intersections. Among these are the following:

Second Street & S. Stockton Street
Second Street Overpass & Southbound Route 99 Ramps
E. Main Street & Northbound Route 99 Ramps
Wilma Avenue & W. Main Street
Jack Tone Road & W. Main Street

The determination of the need for these signalization improvements has been made using the estimated future traffic volume levels (derived by expanding existing traffic levels proportionate to population levels) and applying the signal warrant criteria of the Traffic Manual, published by Caltrans.

Provision needs to be made to finance these street and intersection improvements. Traffic signalization of a single intersection can cost \$100,000 or more. Street widening can cost several hundred thousand dollars per mile, which would be a City expense in any already built-up areas where intersection or street widening may be required.

Population growth and other factors that affect the need for signalization will be an ongoing consideration as growth increases and the city develops. If growth of Ripon follows normal patterns, job producing businesses will follow and the current pattern of traveling to the bay area to work may be broken. Monitoring traffic patterns over a period of time will be required to determine this and other changes, but at present, growth would appear to increase the level of use on current roads proportionately to population growth.

Main Street, Wilma Avenue, Doak Boulevard, Jack Tone Road, and Second Street will receive most of the increase west of the freeway. However, it appears that the first four will be widened to four way traffic during the 1988-90 time frame as the properties in these areas develop minimizing the effect of increased traffic.

On the east side of the freeway, East Main Street, North Stockton Avenue, and part of Milgeo Avenue will have the largest increase. Widening of any of these is unlikely until further development north of Wilma occurs.

In Areas Outside of the Existing City Limits

See Figure 2.3 (the Circulation Plan Diagram) for the location of roads within the 1985 City limits and the proposed roadway facilities for the areas outside those City Limits.

Jack Tone Road is expected to become a major traffic carrier and West Main Street is expected to become the main commercial and office area. Consequently, careful planning will be necessary to make sure new annexations to the west provide adequate connector streets that minimize traffic conflicts along these major roads and provide good internal circulation for annexed areas.

New roadways envisioned include the extension of some existing roadways into the presently unincorporated areas and the construction of new roadway alignments to provide adequate east/west circulation in the developing areas. Streets expected to be extended include Doak Boulevard, Fourth Street, and Stanley Drive (all west of Jack Tone Road). New east/west streets include connections between Jack Tone Road and Wilma Avenue (west of State Route 99), and a connection between Manley Road (extended) north and a new roadway intersecting Roos Avenue (extended), North Ripon Road, and North Acacia Avenue. Other proposed roads are shown in Figure 2.3.

To the east of State Route 99, extension of Santos or River Road to Jack Tone Road would permit a large portion of the truck traffic to bypass the residential areas along Milgeo Avenue. While these roadways are not in the city, their extension is in the interest of improved traffic safety and flow within the city because it would provide an alternative to the use of city streets for east/west through travel.

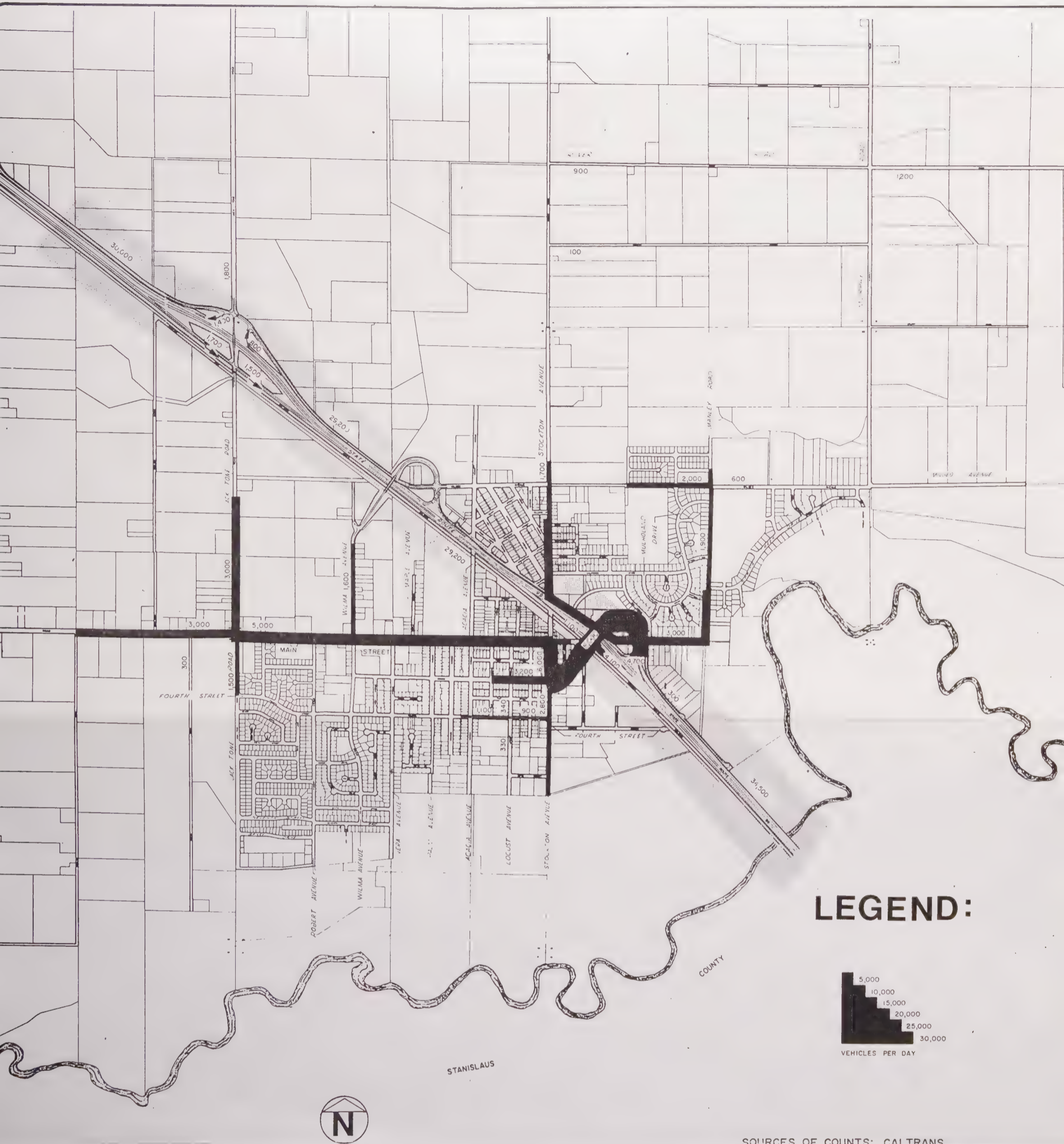
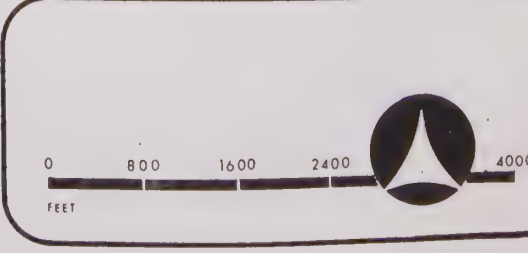


FIGURE 2.2
TRAFFIC FLOW MAP
EXISTING DAILY TRAFFIC VOLUMES
1985

CITY OF RIPON
GENERAL PLAN



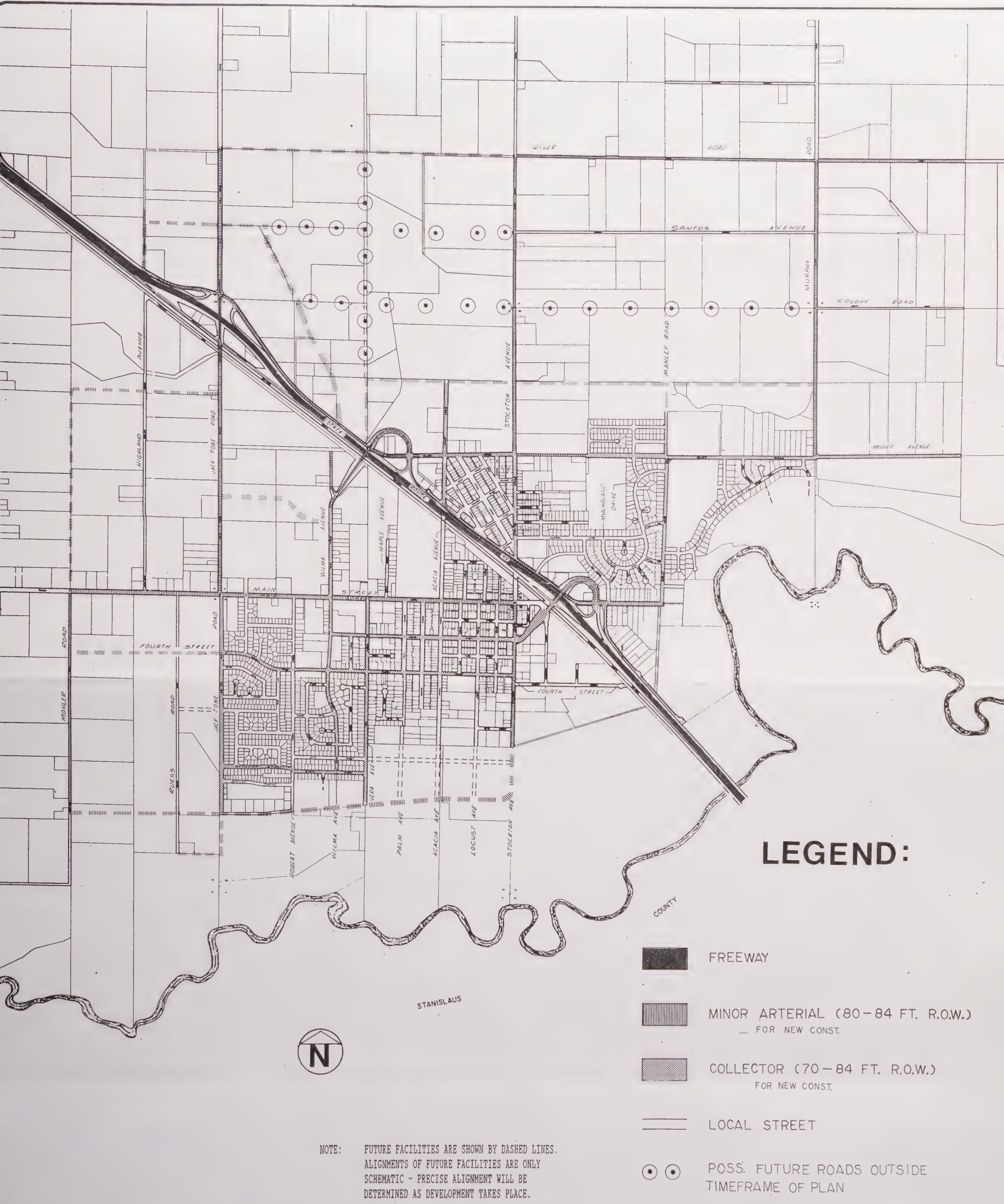


FIGURE 2.3

CIRCULATION PLAN DIAGRAM

CITY OF RIPON GENERAL PLAN



The Jack Tone Road/State Route 99 interchange north of the city poses both existing and future traffic problems due to its configuration and the difficulty and expense of improving it. The Jack Tone Road overpass is two lanes, forming a high crown over the freeway. The high crown restricts views of oncoming traffic. Safety and congestion problems are created both by the high speed of traffic from the north and trucks entering or exiting the truck stop east of Jack Tone Road. Problems with the interchange will become worse as the volume levels increase.

It is apparent that modifications to this interchange will be necessary; however, considerable expense will be required and the most effective solution has not yet been identified. Possible solutions include rerouting the frontage road either parallel or perpendicular to Jack Tone Road or in a looping alignment east of Jack Tone Road or establishing a new road running in an easterly direction to eliminate congestion along Jack Tone Road. An interim solution is to install stop lights at critical locations.

To identify the best solution and funding mechanisms, the City should initiate a feasibility study in cooperation with Caltrans and the San Joaquin County Council of Governments of options for solving existing and projected circulation problems at the interchange, and identify possible funding mechanisms for improvements.

Another improvement measure which may help mitigate the region-wide traffic impacts of development within the Planning Area, is a future park and ride lot. Because much of the added population is expected to have commute employment travel patterns, such a lot may become very desirable within the planning time frame. It should be located along State Route 99, with relatively good access from both sides of the city. The identification of such a park and ride lot site should be done in conjunction with Caltrans.

Transit Service

As the city grows as a result of annexations, it may be necessary to change the method of operating the transit service. Buses (instead of vans) with paid Class II drivers on fixed route schedules, or subsidized taxi services are alternatives which might be used at that time.

Recently the Stockton Municipal Transit District has contracted with the County and certain individual cities within the County to provide service in the area of those cities. This is another possibility that may have several cost and improved service advantages.

4. CIRCULATION GOALS AND POLICIES

Goal A: To provide circulation system that is correlated with existing and proposed land use and that provides for the efficient and safe movement of persons, goods, and services within and through Ripon.

Policies:

1. The City will maintain existing streets and intersections in safe condition and require new streets to be built to City standards except under extraordinary circumstances, after a finding by the City Engineer that to deviate will not adversely affect the health, safety, and welfare of the citizens of the city.

2. The City will require that adequate access and circulation be available to every new development, without adversely impacting the existing circulation system.
3. New streets will be designed to discourage heavy through-traffic within residential neighborhoods, but will also provide direct and adequate access for emergency service vehicles.
4. The City will consider visual aesthetics and safety aspects in future developments, including landscaping requirements and setback requirements.
5. The City will discourage the development of private streets in new residential projects.
6. The City will prohibit the creation of new alleys in residential developments, and will discourage the creation of new alleys in other types of development. Residential alleys which are necessarily created will be required to be constructed to City requirements and dedicated to the City as public right-of-way.
7. The City will maintain a program of identification and surveillance of high traffic accident locations, with emphasis on early detection and correction of conditions which could potentially constitute traffic hazards.

Goal B: To minimize the adverse effects of new development on the existing and future circulation facilities.

Policies:

1. New development within the city which is likely to generate significant levels of daily or peak hour traffic on critical streets or at key intersections will be required, at the applicant's expense, to have traffic studies prepared by a qualified traffic engineer to identify potential traffic impacts and improvement measures to mitigate those impacts to within service levels acceptable to the City.
2. On and/or off site circulation improvements as well as dedication of rights-of-way may be required, including reciprocal easements as conditions of approval at the time of development. Alternatively these requirements may be covered in a benefit assessment district.
3. The City will continue to impose a traffic control device development fee on all new commercial, industrial, and residential development to fund system-wide improvements.
4. The City will pursue State and Federal funding to implement the City's Circulation Plan.
5. New development will be required to bear the cost of new streets and roadway facilities necessitated by the traffic access and circulation needs of that development.
6. The City will investigate a potential location in the proximity of S.R. 99 for a "Park and Ride" lot.

7. The City will undertake a feasibility study of options for solving existing and projected circulation problems at the Jack Tone Road/S.R. 99 interchange. Pending completion of the study and identification of possible funding mechanisms the City will not approve any development in the immediate vicinity of the interchange which might preclude future options for improvement of the interchange.

Goal C: To promote the adequate provision of both on-street and off-street parking.

Policies:

1. The City will require off-street parking for all new developments and where the potential parking demands of a project or event will cause a safety or parking congestion problem when parking is allowed on the streets.
2. The City will allow parking variances, only under the most unusual conditions and circumstances, and only after all other possible actions and conditions have been identified and studied; in such cases, the payment of in-lieu fees by the developer would be appropriate.
3. The City will implement parking control measures, such as time limits and other controls, as necessary, to promote the efficient use of the public parking facilities available.

Goal D: To promote efficient public transit service.

Policies:

1. The City will support public transit service that meets needs of the City's residents.
2. The City will encourage Greyhound Lines to maintain, at a minimum, their present level of service in the Ripon area.

5. IMPLEMENTATION PROGRAMS

1. **Program statement:** The City will update the parking requirements of the zoning ordinance to reflect current accepted practice using recognized, authoritative sources for parking demands typically generated by modern land use developments of the various kinds envisioned by the Land Use Element of the General Plan.

Program responsibility: Planning Commission and Planning Department.

Funding source: General fund - regular staffing.

Time frame: 1988-89 fiscal year.

2. **Program statement:** The City will update its street cross-section diagrams to reflect the expected right-of-way, roadway, sidewalk, landscape/utility widths needed for the classes of streets envisioned by the Circulation Plan of this Circulation Element.

Program responsibility: Community Development Department.

Funding source: General fund - regular staffing.

Time frame: 1988-89 fiscal year.

3. **Program statement:** The City will institute and maintain a program of identification and surveillance of high traffic accident locations within the City for early detection and correction of conditions which could potentially constitute traffic hazards.

Program responsibility: Community Development Department and Police Department.

Funding source: General fund - regular staffing.

Time frame: 1988-89 fiscal year, ongoing.

4. **Program statement:** The City will continue to assess development fees for the purpose of financing the design and construction of system-wide street and intersections traffic improvements. The City will periodically update its fee structure to adequately reflect the current cost of such improvements. The City will also periodically evaluate the city-wide needs for such improvements (including, but not limited to, signalization, street widening, safety lighting, and channelization)

Program responsibility: Community Development Department.

Funding source: General fund - regular staffing.

Time frame: Update costs and needs in 1988-89 fiscal year; Ongoing thereafter.

5. **Program statement:** The City will undertake a feasibility study, with the participation of Caltrans and the San Joaquin County Council of Governments, of the options for solving existing and projected circulation problems at the Jack Tone Road/Highway 99-interchange. The study should also identify the costs of the various improvements and funding mechanisms to ensure adequate implementation north of Highway 99 with Caltrans.

Program Responsibility: Community Development Department.

Funding Source: General Fund.

Time Frame: 1988-89 and 1989-90 Fiscal Years.

6. **Program statement:** The City will investigate, in conjunction with Caltrans, the potential for locating a park-and-ride lot within the planning area at some location adjacent to State Route 99.

Program Responsibility: Community Development Department.

Funding Source: General Fund.

Time Frame: 1988-89 Fiscal Year - on going.

HOUSING ELEMENT

It is the goal of the City of Ripon to provide decent housing and a quality living environment for all Ripon residents regardless of race, religion, sex, marital status, ancestry, national origin, color, or economic level.

To attain this goal, the City has developed a housing strategy consisting of:

- A. Programs to provide housing opportunities by means of designating lands for residential uses which will promote affordable housing for all segments of the community,
- B. Participation in programs which will conserve and rehabilitate the existing housing stock, and
- C. Continued enforcement of standards which will ensure that all housing constructed within the City will meet the needs of its citizens with regard to safety and energy conservation.

1. DESCRIPTION OF EXISTING CONDITIONS

- * December 1985 was used as the cutoff date for statistical data provided in this Element.

A. POPULATION AND HOUSEHOLD CHARACTERISTICS

Statistics

The general population and household statistics for the City of Ripon as reported in the 1980 U.S. Census and by the California Department of Finance are detailed in Table 3.1. Of particular importance for planning purposes is the number of persons per household, which provides an indication of the relationship between population increases and associated housing increases required.

The California Department of Finance estimates that the population of Ripon on January 1, 1985 was 5,044.

Growth

The City's population grew from 2,679 in 1970 to 3,509 in 1980, an increase of 31.0 percent. During the same ten year period, the number of households in the City increased 47.7 percent, from 842 in 1970 to 1,244 in 1980. As a result of this higher rate of household formation than population growth, Ripon's average household size decreased from 3.09 persons per household to 2.75 in 1980. By 1985, however, average household size had increased to 2.87 while Ripon's population had grown to 5,044 (see Table 3.1).

Table 3.1

Population, Households, and Population Per Household
1970-1985

<u>Year</u>	<u>Population</u>	<u>Households</u>	<u>Pop Per Household</u>
1970	2,679	842	3.09
1980	3,509	1,244	2.75
1981	3,691	1,333	2.77
1982	3,919	1,401	2.80
1983	4,067	1,439	2.83
1984	4,528	1,583	2.86
1985	5,044	1,756	2.87

Source: 1970 and 1980 U.S. Census, U.S. Bureau of the Census; 1981 to 1985, California Department of Finance

The increase in population since 1980 has resulted from new residential development since there have been no significant annexations of populated areas between 1980 and 1985.

Table 3.2

General Population and Household Characteristics - 1980

<u>Characteristic</u>	<u>Ripon</u>	<u>San Joaquin County</u>
Total Population	3,509	347,342
Household Population	3,424	297,415
Total Households	1,244	124,626
Persons per Household	2.75	2.80
Persons in Group Quarters	81	2,893
Median Age	31.5	29.8
Median Family Income	\$20,719	\$19,120
Single	20.3%	24.0%
Married	63.3%	58.0%
Divorced	16.4%	18.0%

Source: 1980 U.S. Census, U.S. Bureau of the Census.

Group Quarters

Persons counted in group quarters are not counted as part of the household population. Ripon has no prisons, migrant labor barracks, or college dormitories. About 90 percent of the Ripon group quarters population identified lives in group homes for seniors. There were a total of 87 people in group quarters in Ripon in 1985.

Age

The median age of the City's population increased from 26 in 1970 to 31.5 in 1980. The school age children 5-14 and the 20-24 groups decreased about 20 percent during the 1970-1980 period while the 20-44 age group increased 25 percent (see Table 3.3).

Table 3.3

Age Composition
City of Ripon 1970-1980

<u>Age Group</u>	1970		1980	
	<u>Persons</u>	<u>%</u>	<u>Persons</u>	<u>%</u>
0-4	245	9.1	294	8.4
5-9	273	10.2	283	8.1
10-14	268	10.1	293	8.3
15-19	242	9.0	337	9.6
20-24	221	8.2	230	6.6
25-29	205	7.7	264	7.5
30-34	150	5.6	256	7.3
35-44	259	9.7	413	11.8
45-54	243	9.2	313	8.9
55-59	97	3.6	143	4.1
60-64	98	3.7	148	4.2
65+	378	14.1	531	15.1

Source: 1970 and 1980 Census, U.S. Bureau of the Census.

Race/Ethnicity

The white population of the City is over 95 percent of the total. The white household distribution is slightly higher, due to a slightly smaller household size for the white population. See Table 3.4.

Table 3.4

Race and Ethnic Composition
City of Ripon April 1, 1980

Race or Ethnic Group	<u>Persons</u>	<u>%</u>	<u>Households</u>	<u>%</u>
White	3,431	95.3	1,201	96.5
Black	5	0.1	0	0.0
American Indian/Eskimo	18	0.5	9	0.1
Asian/Pacific Islander	8	0.2	4	<0.1
Other Races	137	4.0	30	2.4
Spanish Origin*	224	6.4	52	4.2

* Persons of Spanish origin are also tabulated under whatever racial group they identified themselves belonging to in the 1980 Census.

Source: 1980 Census, U.S. Bureau of the Census

Income

The amount of income available determines an individual's or a household's ability to purchase or rent adequate housing. Table 3.5 shows the percentage of very low, low, moderate, and above moderate income persons. Below 50 percent of the median income is considered very low, 51 to 80 percent is classed as low, 81 to 120 percent is classed as moderate and 121+ percent is considered above moderate income.

Employment

Ripon is predominantly a bedroom community, with many of its employed residents commuting to jobs in Modesto, Stockton, and more distant locations, such as Pleasanton, Livermore, San Jose, and Dublin.

Of Ripon residents aged 16 and over in 1980, 1,482 (57.3%) were in the civilian labor force. There were no armed forces personnel.

There were a total of 1,329 jobs in Ripon in 1980. Only 100 (7.5%) were in retail trade. There were 350 jobs (26.3%) in service employment. The remaining 879 jobs (66%) were in other employment, primarily manufacturing.

A large number of the persons employed in Ripon particularly in manufacturing live in other communities. There has been comparatively little industrial growth in Ripon since 1980, and many of the new jobs which have appeared have been filled by non-residents. Many employed Ripon residents have continued to work outside the City, a trend which can be expected to continue.

Table 3.5

Median Family Income
City of Ripon 1960 - 1980

	1960		1970		1980	
	<u>Ripon</u>	<u>County</u>	<u>Ripon</u>	<u>County</u>	<u>Ripon</u>	<u>County</u>
<u>Median Income</u>	\$5,391	-	\$9,135	\$9,602	\$20,719	\$19,120
<u>Very Low Income (0-50% of Median)</u>						
Families	95	-	127	-	125	-
Percent	19.0%	18.5%	19.0%	20.1%	13.7%	22.8%
<u>Low Income (51-80% of Median)</u>						
Families	185	-	247	-	226	-
Percent	36.9%	35.8%	36.8%	36.3%	24.8%	37.8%
<u>Moderate Income (81-120% of Median)</u>						
Families	106	-	142	-	269	-
Percent	21.1%	21.9%	22.0%	20.8%	29.6%	18.9%
<u>Above Moderate Income (over 120% of Median)</u>						
Families	115	-	154	-	291	-
Percent	23.0%	23.8%	22.9%	22.5%	31.9%	20.4%
<u>Total Families</u>						
	501	-	670	-	911	-

Note: Primary individuals are not counted as families for the purposes of this table

Source: 1960, 1970, 1980 U.S. Census, U.S. Bureau of the Census

B. HOUSING UNIT CHARACTERISTICSHousing Unit Growth and Type of Structures

Table 3.6 presents comparative data from census reports on the types of housing in 1960, 1970, and 1980, as well as, California Department of Finance housing unit estimates for 1981 through 1985. As the table indicates, in 1980, 87.0 percent of the housing stock consisted of single family units. Units in multi-unit structures made up the remaining 13.0 percent. Of the units in multi-unit structures, 35.9 percent had two to four units. The remaining 64.1 percent of the multi-unit contained five or more units.

During the period 1981-84, approximately 17.9 percent of the new dwelling units for which building permits were issued were in multi-unit structures, according to data compiled by the Building Department. This would mean that units in multi-unit structures made up more than 13 percent of the City's housing stock at the beginning of 1985. Dwelling unit estimates released by the California Department of Finance support this conclusion, indicating that 13.5 percent of Ripon's 1985 housing stock was multi-unit (see Table 3.6). There were no condominiums in Ripon at the time of the 1980 census, but by late 1985 there were 66.

Table 3.6

Housing Types
City of Ripon 1960 - 1985

<u>Year</u>	<u>Total</u>	<u>Single Family</u>	<u>% of Total</u>	<u>2-4 Units</u>	<u>% of Total</u>	<u>5+ Units</u>	<u>% of Total</u>	<u>Mobile- homes</u>	<u>% of Total</u>
1960	632	608	96.2%			24	3.8%*	--	--
1970	874	806	92.2%			68	7.8%*	--	--
1980	1,306	1,136	87.0%	61	3.2%	109	8.3%	--	--
1981	1,392	1,218	87.5%	65	4.7%	109	7.7%	--	--
1982	1,424	1,246	87.5%	69	4.8%	109	7.7%	--	--
p1983	1,481	1,300	87.8%	72	4.9%	109	7.4%	--	--
1984	1,611	1,387	86.1%	73	4.5%	151	9.4%	--	--
1985	1,796	1,553	86.5%	76	4.2%	167	9.3%	--	--

* The 1960 and 1970 censuses categorize only as multi-family, and do not break down between 2-4 units and 5+ units.

Source: 1960, 1970, 1980 U.S. Census, U.S. Bureau of the Census; 1981 to 1985, California Department of Finance

Owner/Renter Occupancy

In 1970 about two-thirds (65.9%) of the occupied housing units in the City were owner occupied. This figure increased by two percent to 67.9 percent by 1980. This indicated a trend toward a slight decrease in renters, but overall the proportion of owners and renters remained relatively stable. See Tables 3.7 and 3.8.

Table 3.7

Tenure of Occupied Units
City of Ripon 1960-1980

<u>Year</u>	Owner Occupied <u>Units</u>	<u>%</u>	Renter Occupied <u>Units</u>	<u>%</u>
1960	398	66.9	197	33.1
1970	555	65.9	298	34.1
1980	845	67.9	399	32.1

Source: 1960, 1970, 1980 U.S. Census, U.S. Bureau of the Census.

Table 3.8

Tenure of Occupied Units by Type
City of Ripon 1980

<u>Type</u>	Owner Occupied <u>Units</u>	<u>%</u>	Renter Occupied <u>Units</u>	<u>%</u>
Single family	834	77.2	246	22.8
Multi-unit	11	6.7	153	93.3
Duplex	0	0.0	42	100.0
3-4 unit	6	31.6	13	68.4
5+ unit	5	4.9	98	95.1

Source: 1980 U.S. Census, U.S. Bureau of the Census.

Vacancy Rates

In 1980, Ripon had a for-sale vacancy rate of 0.8 percent, while the rental vacancy rate was 3.1 percent, for an overall vacancy rate of 3.9 percent. Although no more recent surveys have been completed, periodic checks of water hookups indicate that the 3-4% vacancy rate is continuing. According to California Department of Finance estimates, the vacancy rate fluctuated significantly between 1981 and 1985 (see Table 3.9).

Table 3.9

Vacancy Rates
1981 to 1985

<u>Year</u>	<u>Rate %</u>
1981	4.24
1982	1.62
1983	2.84
1984	1.74
1985	2.23

Source: California Department of Finance

Age of Structures

Table 3.10 shows the age of existing houses as of 1980. Between 1980 and January 1, 1985, the California Department of Finance estimated that 490 additional units were built. These numbers indicate that about one-half of the City's housing units have been constructed since 1970 and about 27 percent between 1980 and 1984.

Table 3.10

Age of Existing Housing
City of Ripon

<u>Construction Period</u>	<u>----- 1970 -----</u>		<u>----- 1980 -----</u>	
	<u>Dwellings</u>	<u>%</u>	<u>Dwellings</u>	<u>%</u>
to 1939	280	32.0	263	20.1
1940-49	126	14.4	194	14.9
1950-59	183	20.9	160	12.2
1960-69	286	32.7	292	22.4
1970-80	-	-	397	30.4
Totals	875	100.0	1,306	100.0

Source: 1970 and 1980 U.S. Census, U.S. Bureau of the Census.

Condition of Housing

In September 1985, staff from the Ripon Building Department and the San Joaquin Council of Governments conducted a survey of Ripon housing. The survey found 50 residential structures, or about 3 percent of the total to be in deteriorated condition, and 6 to 10 structures which appeared to be in need of abatement.

All except four duplexes and one multi-unit structure were single family houses. Most of the deteriorated housing is in the older part of the community including areas that have recently been annexed. The greatest concentration is in the latter area.

Rehabilitation and replacement of older housing has been going on continuously for the past several years. Some of the redevelopment has been financed through Farmer's Home funds but most is privately financed.

The high cost of lots in developing areas makes rehabilitation or replacement attractive economically because fees, utilities, and other development costs have already been paid.

It is anticipated that alterations will occur in 25 percent or more of these units within the next five years.

Nearly all of the housing constructed since 1970 is in good to excellent condition.

Housing Costs and Overpayment

The 1980 Census indicated that the median house value in Ripon was \$62,000. By comparison, the median house value in San Joaquin County was \$56,400. In 1980 Ripon homeowners were paying median monthly housing costs of \$324 (including mortgage, taxes, insurance, and utilities) and San Joaquin homeowners were paying median monthly housing costs of \$340.

According to the Multiple Listing Service of the San Joaquin County Board of Realtors, the average sales price for a home in the Modesto/Turlock/Manteca area in 1985 was approximately \$78,800.

According to the 1980 Census, Ripon renters were paying a median gross rent (including utilities) of \$215 and median contract rent of \$168 per month, while San Joaquin County renters were paying gross rent of \$223 and median contract rent of \$187 per month.

According to the 1980 Census, 48 percent of all renter households were paying more than 25 percent of their income for housing, while only 28 percent of all homeowner households were paying more than 25 percent.

In 1979 median household income in San Joaquin County was \$16,071 (for the purposes of analyzing overpayment, the county's median income is used instead of Ripon's). This placed the upper limit of low income (80 percent or less of median income) at \$12,857.

According to the California Department of Housing and Community Development's formula for calculating low-income overpayment, 9.5 percent (79) of Ripon's low-income homeowner households were overpaying, and 39.3 percent (151) of the City's low-income renter households were spending more than 25 percent of their income for housing. Tables 3.11 and 3.12 show the percentage of income that Ripon households in various income categories were spending for rental and ownership housing in 1980.

Table 3.11

Percent of Income for Gross Rent
City of Ripon - 1980

Rent as Percent of Income	----- Number of Households for Indicated Income -----				
	\$0 to \$4,999	\$5,000- \$9,999	\$10,000- \$14,999	\$15,000- \$19,999	\$20,000 & over
0 - 19%	6	12	12	57	47
20 - 24%	17	25	24	0	0
25 - 34%	12	32	8	13	6
35% & over	42	56	7	7	0

Source: 1980 U.S. Census, U.S. Bureau of the Census

Table 3.12

Percent of Income for Monthly Owner Costs
City of Ripon - 1980

Ownership Costs as Percent of Income	----- Number of Households for Indicated Income -----				
	\$0 to \$4,999	\$5,000- \$9,999	\$10,000- \$14,999	\$15,000- \$19,999	\$20,000 & over
0 - 19%	25	39	38	70	361
20 - 24%	5	0	26	19	41
25 - 34%	5	6	25	17	41
35% & over	29	8	29	0	12

Source: 1980 U.S. Census, U.S. Bureau of the Census

Overcrowding

In 1980 3.3 percent of the households were considered overcrowded (1.10 to 1.15 persons per room), and 1.3 percent severely overcrowded (more than 1.5 persons per room). (See Table 3.13.)

Overcrowding is usually caused by large families being unable to find suitable affordable living quarters. The City is attempting to alleviate this condition by rehabilitating and/or preserving existing housing stock through the grant/loan process, or by offering development incentives if large-family housing units are provided.

Table 3.13

Overcrowding
City of Ripon 1970-1980

Year	Overcrowded Total		Households* Renter		Severely** Overcrowded Total		Households Renter	
	Number	%	Number	%	Number	%	Number	%
1970	49	5.8	n/a	n/a	18	2.1	n/a	n/a
1980	41	3.3	19	4.8	16	1.3	13	3.3

* 1.01 to 1.50 persons per room

** 1.51 or more persons per room

Source: 1970 and 1980 U.S. Census, U.S. Bureau of the Census.

2. FUTURE HOUSING NEEDS

Future housing needs in Ripon are partially created by forces outside of the City. There has been, and will likely continue to be, an influx of people from the greater San Francisco Bay Area.

During the rapid growth since 1980, most three bedroom, two bath homes in Ripon sold in the range of \$45-65,000. Older homes on small lots in the Bay Area sold for three or more times this amount. The lower prices in Ripon provided an opportunity for families having low to moderate incomes to purchase homes in Ripon even though they might commute to the Bay Area or other locations for jobs.

Currently, a large number of jobs are being created in the Highway 680 corridor of the Livermore Valley. This is likely to create a search for economical housing. Future housing needs generated by these employment opportunities will be largely determined by what takes place in the communities surrounding that area. Economics, political interests, ability to provide infrastructure, water, schools, and way of life will all play a part. It is likely, however, that the San Joaquin Valley will continue to experience steady demand for housing as a result of that employment growth. The San Joaquin County Council of Governments (COG) estimates that Ripon will have a population of 16,300 by the year 2000. This estimate is based on the continuance of current land use and housing practices and represents an annual compound growth rate of 9 percent for 1987, 8 percent for 1988, and 7 percent for subsequent years. The COG and City of Ripon projections of population and households are summarized in the Table 3.14 and 3.15. The estimated number of households assumes an average new household size of 2.9 persons.

Table 3.14

San Joaquin Council of Governments
Population and Household Projections
for the City of Ripon

<u>Jan 1</u>	<u>Pop.</u>	<u>House-</u> <u>holds</u>	<u>Jan 1</u>	<u>Pop.</u>	<u>House-</u> <u>holds</u>
1985	5,131	1,756	1996	12,453	4,266
1986	6,157	2,096	1997	13,325	4,567
1987	6,711	2,287	1998	14,258	4,889
1988	7,248	2,472	1999	15,256	5,223
1989	7,755	2,647	2000	16,324	5,601
1990	8,298	2,834	2001	17,467	6,023
1991	8,879	3,034	2002	18,689	6,444
1992	9,500	3,248	2003	19,998	6,896
1993	10,165	3,478	2004	21,397	7,378
1994	10,877	3,723	2005	22,895	7,895
1995	11,638	3,986			

Source: San Joaquin County Council of Governments

Note: These projections may exceed the City's ability to provide services in a timely fashion. See text for further discussion.

Table 3.15

City of Ripon
Population and Household Projections
(4 percent/year rate)

<u>Jan 1</u>	<u>Pop.</u>	<u>House-</u> <u>holds</u>	<u>Jan 1</u>	<u>Pop.</u>	<u>House-</u> <u>holds</u>
1985	5,131	1,756	1996	9,084	3,109
1986	5,747	1,967	1997	9,447	3,233
1987	6,321	2,287	1998	9,825	3,362
1988	6,377	2,272	1999	10,218	3,497
1989	6,903	2,362	2000	10,627	3,637
1990	7,179	2,457	2001	11,052	3,782
1991	7,466	2,555	2002	11,494	3,934
1992	7,765	2,657	2003	11,954	4,091
1993	8,075	2,764	2004	12,432	4,255
1994	8,399	2,874	2005	12,929	4,425
1995	8,734	2,989			

Source: City of Ripon Community Development Department

There are reasons to expect, however, that a sustained rate of population growth at COG projection would outstrip the City's financial ability to provide the necessary associated services which would be needed to support such population and housing growth. The reasons for this expectation are summarized below.

Fiscal analysis has revealed that residential development costs the City of Ripon money, because of a net negative cash flow between annual revenues generated to the City and the initial and annual costs of providing the essential services. This has a negative impact on the City's financial ability to support new residential development in the absence of concurrent commercial and/or industrial development. Services provided by the City include sewer systems, water systems, storm drainage systems, solid waste collection and disposal service, parks and recreation facilities, and police protection. Services not provided directly by the City, but which are equally impacted by population growth include schools (under the jurisdiction of the Ripon Unified School District) and fire protection (under the jurisdiction of the Ripon Consolidated Fire District).

The demand for such facilities, infrastructure, and health and safety protection services increases in proportion with population growth, but the City's ability to pay for such services does not necessarily increase in the same proportion. This is because there are not increasing opportunities for the growing population to spend income within the City which would generate sales taxes to help pay for required services.

Housing development typically brings with it an incremental increase in revenues from sales tax due to added household spending. Ripon, however, has not attracted much new commercial development because of the large and varied shopping facilities of nearby Modesto, Stockton, and Manteca. As a result sales tax, a mainstay in securing funds for city services other than enterprise functions (i.e., sewer, water, garbage which are financed through user fees), provides only about one-third of the revenues normally obtained by other California cities of Ripon's size.

To offset the costs of providing the construction, operation, and maintenance costs for essential services necessitated by population increases, the City will need to experience at least proportionate increases in revenues. Housing developments will continue to be required to pay development fees for capital improvements as well as user fees to help pay for such services; however, operating costs for police and parks will require increased sales tax or other taxes to provide adequate services. Public involvement during the process of preparing this General Plan concurred with the need to try to match the rate of growth with the City's ability to provide services.

Regional Housing Needs Allocation

To assist local governments in San Joaquin County in making projections of future housing needs, the San Joaquin County Council of Governments prepared separate housing allocation plans covering the periods 1981 to 1986 and 1986 to 1990. The purpose of the plans is to examine housing needs across jurisdictional boundaries and allocate to each local government responsibility for planning to meet those needs.

The COG's Market Rate Fair Share Housing Allocation developed housing needs based on seven different factors affecting housing need. These factors are: market demand for housing, employment opportunities, availability of housing sites and facilities, commuting patterns, type and tenure of housing needs, farmworker housing needs, and the need to avoid impacting areas with lower income housing. Allocations are then broken down by income categories.

According to the COG, Ripon's new housing unit need between 1981 and 1986 was 179 (see Table 3.16). This included units for new households expected to reside in Ripon (with a 3 percent vacancy factor added) plus replacement units.

This meant that an average of 30 housing units needed to be constructed each year between 1981 and 1986 to accommodate the expected increase in population and to replace units normally lost from the housing stock.

Table 3.16

Projected Need for New Housing Units
City of Ripon 1980 - 1986
July 1 - June 30 Projections

	<u>1980- 1981</u>	<u>1981- 1982</u>	<u>1982- 1983</u>	<u>1983- 1984</u>	<u>1984- 1985</u>	<u>1985 1986</u>
Very Low	13	9	9	9	7	11
Other Lower	9	5	6	5	5	8
Moderate	10	5	7	5	5	9
Above Moderate	10	6	7	6	5	9
Total	42	25	29	24	22	37

Source: San Joaquin County Council of Governments.

The COG projected Ripon's 1986 to 1990 need to be 140 units (see Table 3.17).

Table 3.17

Projected Need for New Housing Units
City of Ripon 1986-1990
July 1 - June 30 Projections

<u>Income Category</u>	<u>1986-87</u>	<u>1987-88</u>	<u>1988-89</u>	<u>1989-90</u>
Very Low	6	8	7	7
Other Lower	4	6	5	6
Moderate	7	10	9	9
Above Moderate	11	16	14	15
Total	28	40	35	37

Source: San Joaquin County Council of Governments.

The process of developing the figures in Tables 3.16 and 3.17 is described more fully in the COG's Market Rate Fair Share Housing Allocation.

Production of Affordable Housing (1980 TO 1986)

Between 1980 (U.S. Census) and 1985 (January 1, 1985 California Department of Finance estimates), Ripon's housing stock increased by 490 units. 78 of these units (or 16 percent

of the total units) were affordable to households with very-low incomes (less than 50 percent of San Joaquin County's median household income) and 46 (9 percent of the total) were affordable to households with low incomes (between 50 and 80 percent of the county median). For the same period 1980 to 1985, the San Joaquin County Council of Governments projected a need for 46 units affordable to households with very low incomes and 30 units affordable to households with low incomes. Actual production rates, therefore, exceeded COG projections for these two categories by 32 and 16 units, respectively.

Among the affordable housing constructed since 1982 are 26 single-family homes built under the Farmers Home Administration Section 502 program. Another 12 homes were reconstructed or rehabilitated under a low interest program of the California Housing Finance Agency.

About 200 single-family homes selling in the \$60,000 to \$65,000 range have also been built between 1983 and 1985 using conventional loans.

Farmer's Home Administration officials have stated that it is unlikely that their organization will provide further loans for low- or very-low income households in Ripon because the need has largely been fulfilled.

Special Housing Needs

Groups with special housing needs include large families, seniors, handicapped persons, migrant and seasonal workers, female-headed households, and homeless persons.

Large families need larger than average (more bedrooms and baths) units, while senior households may need smaller units. Handicapped persons may need specially constructed units. Female headed households often need low-cost housing and may include both large-family and elderly persons. Migrant and seasonal workers need housing accessible to agricultural areas. Homeless persons need emergency shelter and assistance in finding permanent housing. These segments of the population are discussed further below.

Elderly: In 1980, persons age 65 and over constituted approximately 15 percent of Ripon's population, and 3.9 percent of those households were below the poverty level. As the number of elderly residents in Ripon grows, there will be an increasing demand for smaller, low-cost units to serve this population group. The City will continue to encourage development of housing for this special need group by offering development incentives such as density bonuses, grants, and loan programs.

Large Families: A large family means five or more persons. There were 180 such households in 1980, 36 of these were renters. Large families with low incomes encounter difficulty in finding units which they can afford. Developers will be encouraged to provide housing units suitable for this segment also.

Single Headed Households: There were 65 one-parent households in Ripon in 1970 and 127 in 1980. This increase is consistent with changing lifestyles, but makes affordable housing for this group a continuing problem because of income limitations.

Female-headed Households: At the time of the 1980 Census, 7.4 percent of the households in the City were headed by women; 1.1 percent were below the poverty level. All of the latter included children under the age of 18. Projecting these figures to 1985, there were 148

female-headed households, including 19 families below the poverty level which include children under 18. There are likely to be additional such households during the planning time frame of this plan.

Farmworker Households: In 1980 there were 121 Ripon residents employed in farming. Employment in farming does not necessarily mean migrant or seasonal worker status; it is likely that some residents engaged in farming do so on a large scale and employ others, or are permanent residents with continuing employment on nearby farms.

Migrant Workers: Public projects in outlying parts of San Joaquin County, and low cost apartments and lodging in the City of Stockton largely satisfy the need for the region's farm worker housing, and are expected to continue to do so during the planning time frame of this plan.

Homeless Persons: The housing needs of homeless persons are more difficult to measure and assess than those of any other population subgroup. Since these individuals have no permanent addresses, they are not likely to be counted in the census; and since they are unlikely to have stable employment, the market provides few housing opportunities.

The central San Joaquin Valley has historically attracted a particularly large number of homeless principally because it constitutes the main transportation corridor for travelers moving between Southern California's urban centers and the San Francisco Bay Area. The Manteca-Stockton area lies at the crossroads of the main east-west and north-south freeways in the Valley, and as a result is an attractive stopping point for those in need of temporary work or shelter.

Primarily because of the City's proximity to Stockton and Modesto, both of which have relatively significant concentrations of homeless residents, homelessness has not historically been a serious concern in Ripon. Most of the homeless in the area go to Stockton or Modesto because of the availability of sources of assistance, both public and private, and because of the abundance of low-cost housing, particularly in downtown residential hotels. Ripon has very few opportunities for such assistance and housing, and therefore, has relatively few residents without homes, particularly compared with its more urban neighbors.

The homeless can generally be classified according to two basic categories: individuals and families. The two categories differ significantly with respect to the sort of services they require.

The individual homeless are often transient single males who are looking for short-term accommodations. This is the group most often identified with homelessness. There is no accurate means of assessing the precise number of such individuals who pass through Ripon.

The needs of homeless families present different problems. Such families typically are looking for larger, more permanent housing opportunities than homeless individuals. In response to the needs of families, the State of California initiated a program in 1988 which provides grants to social service agencies to help families with housing needs find homes. In San Joaquin County, the County Human Services Agency administers a program which provides up to two months rent to families which are either receiving AFDC (Aid for Families with Dependent Children) or are apparently eligible for it. The County will provide the equivalent of \$30 a day for families of four or fewer, with an additional \$7.50 per day for each family member over four. The total may not, however, exceed \$60 a day. After two months, the County will provide

eligible families with necessary deposits and last month's rent for permanent rental housing. Because this program was established so recently, the County has no statistics with respect to how much it has been used in Ripon.

In addition to publicly-subsidized programs, some private organizations, including several local churches, have programs to assist homeless persons. The primary provider of such services for Ripon residents is Love Thy Neighbor, a private corporation located in Manteca which, while it has no housing facilities, makes arrangements and provides financial assistance for homeless people in search of places to stay. It also provides a wide range of associated services for both individuals and families in need, including a food kitchen.

Those in need of emergency shelter differ somewhat from the homeless, although there is some overlap. They include battered women and children, persons displaced from their homes by disasters such as fires, tenants who have been evicted from rental housing, and runaways. Love Thy Neighbor, which attempts to find accommodations and provisions, is also the primary service provider in the area for people with emergency shelter needs, although their placement efforts are hindered because there is no shelter facility in the area. Emergency shelter needs are currently available primarily in local hotels.

Service providers estimate that in 1985 only about one person or household per month sought assistance in Ripon during the winter months and less during the summer. These estimates are similar to those by the San Joaquin Planning and Building Department, which provides outreach services and referrals to appropriate agencies.

Handicapped Persons: At the time of the 1980 census, 6.4 percent of the Ripon population had handicaps which restricted their ability to work, and 4.5 percent had handicaps which restricted their use of public transportation. If these percentages remain constant, it is probable that in 1985 approximately 330 persons in Ripon had disabilities affecting their ability to work, and 230 persons had mobility impairments which require special housing construction or equipment. A proportionate need for such housing is likely to continue during the planning time frame of this plan.

3. AVAILABILITY OF LAND AND SERVICES

Land

Table 3.18 summarizes the 1985 capacity of undeveloped land designated for residential use within Ripon.

Table 3.18

1985 Vacant Residential Development Sites

<u>Location</u>	<u>Estimated Size (acres)</u>	<u>Zoning</u>	<u>Estimated Units</u>
A Jack Tone & Bailey Dr	2	R-1	55
B Milgeo & Manley (SE)	25	R-1	100
C Wilma & Second	2	R-3	33
D Milgeo & Azalea	7	R-1	35
E Wilma & Fourth	2	R-1	9
F Robert & W. Main	4	R-4	66
G South Palm	3	R-1	10
H Robert & Fourth	2	R-1	10
I West Main	2	R-1	10
Totals	59		328

Source: City of Ripon Community Development Department.

The City's Land Use Map, presented in the Land Use Element of this General Plan, shows a total of approximately 301 acres of land designated as Residential Reserve for potential housing development within the planning time frame of this plan. The Land Use Map also shows a total of approximately 253 acres designated as Low, Medium, and High-Density Residential for development in the 5 to 10 year time frame. At an assumed average dwelling unit density of 6 dwellings per acre (for the purpose of this calculation) and 2.9 persons per household, this represents the potential for approximately 3,300 additional dwellings and 9,600 additional persons at buildout of all residentially-designated lands. This is about half the population increase projected by San Joaquin County COG by the year 2005, but about the same as the City's projected population increase of four percent per year.

Services

The effects on public facilities and services of future residential development within the 1985 City Limits are expected to be minimal due to the limited amount of undeveloped area within Ripon. Projected future development within the presently unincorporated portions will produce significant effects on infrastructure needs. Sewer, water and storm drain mains are generally

accessible so that these are not a major impediment for development for the parcels in Table 3.18. Developers are responsible for all internal infrastructure installations. The following sections discuss the implications for the various elements of the infrastructure system within the Planning Area. A more detailed discussion of public facilities and services is included in the Land Use Element

Water Service: The water distribution system in the older part of the City will need replacement.

A portion of the older area consisting of approximately one-hundred-fifty low-income parcels has been completed.

Extension of water supply services within the 1985 City limits can be accomplished without difficulties as development occurs.

As development occurs in areas outside of the 1985 City Limits, water service and distribution systems will need to be extended or new facilities may need to be developed.

Along with such development, the demand for water will increase and could exceed the capacity of the City's supply system. If this happens, new sources of potable water will have to be found. If adequate wells cannot be developed, alternate new sources of water will have to be developed or used in reduced amounts.

Sewage Disposal System: The 18-inch sewer main constructed in 1985 to bring effluent under the freeway and railroad from the east side of the City has the capability of handling projected growth on the east side as far northwest as the Wilma Avenue overpass. Expansion beyond that along the freeway will require an extension of a future main to be developed along Ruess Avenue. This main is also needed for growth west of Jack Tone Road and a portion of growth east of Jack Tone Road and north of West Main Street.

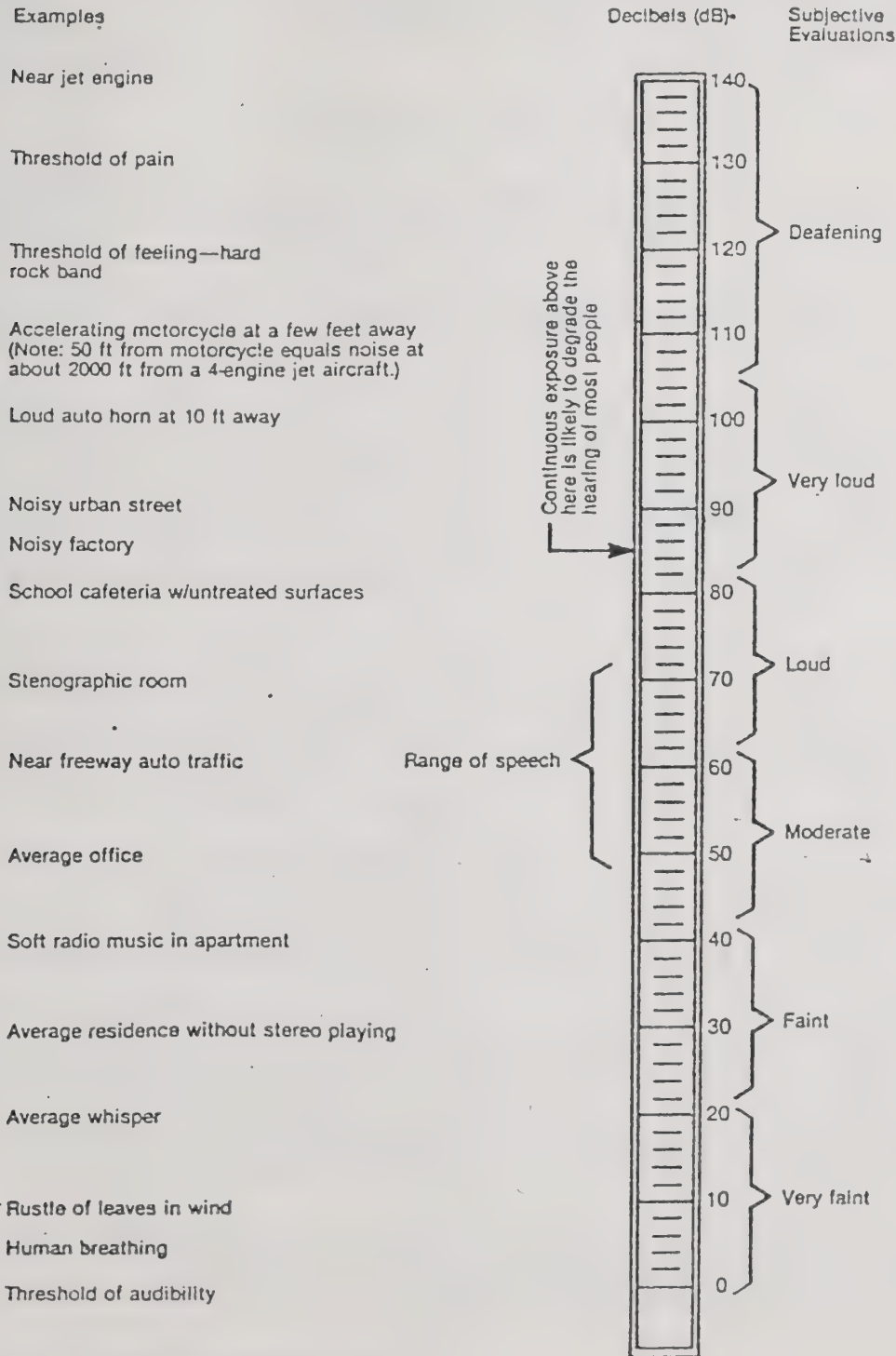
A major factor in determining future sewer capacity is how flow rates in the river are maintained. If the height of the river prevents use of the industrial disposal area, these effluents must be transferred to the domestic ponds, thus reducing the capacity for regular domestic effluent. Alternatively installing mechanical aeration would double the holding of the ponds because the water capacity could be greater, but would be a greater expense and require time and funding to implement.

The existing treatment facilities would have the capacity to serve the projected population within the 1985 City Limits. However, industrial and commercial development could alter this estimate. Future development within the unincorporated portions of the Planning Area beyond 13,000 people will eventually result in these facilities reaching their capacity unless pondage is added. With addition of mechanical aeration the period between disposal of treated water in ponds and tertiary treatment for placement in the river can be extended. Adding additional acreage as insurance should be considered before future growth nears sewer capacity.

Drainage System: The existing storm drainage system within the 1985 City limits has been able to handle the most severe storms in recent years without significant problems. It is expected that the existing system will be adequate to handle the storm run-off within the 1985 City Limits at full buildout.

Common Sounds
Basic Theory: Common Sounds in Decibels
 (dB)

Some common, easily recognized sounds are listed below in order of increasing sound intensity levels in decibels. The sound levels shown for occupied rooms are typical general activity levels only and do not represent criteria for design.



*dB are "average" values as measured on the A-scale of a sound-level meter
 (From *Concepts in Architectural Acoustics*; M. David Egan, McGraw Hill, 1972.)

FIGURE 4.1

DECIBEL LEVELS
 FOR COMMON SOUNDS

CITY OF RIPON
 GENERAL PLAN



NOISE ELEMENT

The primary purpose of the noise element is to protect citizens from noise that could jeopardize their health or welfare. The noise element quantifies the City's noise environment in terms of noise exposure contour lines for existing and projected conditions. It also includes recommended mitigating measures and possible solutions to existing and foreseeable noise problems.

1. HOW NOISE IS MEASURED

Sound levels are measured in decibels (dB) calculated on a logarithmic basis. Zero dB is the threshold of hearing, and the ear begins to feel pain at about 120 dB. Figure 4.1 relates decibel levels with specific sources and subjective evaluations.

An average person will perceive a 10 dB sound level increase at any level as a doubling in loudness. Thus, 90 dB will sound twice as loud as 80 dB, and four times as loud as 70 dB.

Sound levels drop off at about 4.5 decibels for every doubling of distance from a noise source. Thus, in the absence of barriers, a source which is 90 dB at 50 feet will be 85.5 dB at 100 feet, and 81 dB at 200 feet. If there are barriers in the way, sound levels will be further reduced, depending on the barrier's height, length, and type of construction. Sound levels in decibels are not combined by simple addition. Combining two identical sound sources increases the overall sound level by only 3 decibels. If one source is more than 10 decibels above another, the lesser noise adds practically nothing to the overall sound level.

The range of sound frequencies that the human ear can hear is tremendously wide; however, the ear does not hear all frequencies equally well. In measuring sound frequency, the most widely used decibel scale is the A-weighted decibel scale (dBA), which is measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very high and very low frequency components of sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

The ambient noise of the community is all environmental noise, which is usually a composite of sound from many sources near and far. An intrusive noise is that noise which intrudes over and above the existing ambient noise, such as the noise of individual events like a passing car or train, an aircraft flying overhead, or a lawnmower in the neighborhood.

To adequately represent the cumulative effects of varying noise levels throughout the day, noise level descriptors which average the hourly noise levels have been developed. These systems average the noise levels for a twenty-four hour period, giving extra weight to the evening and/or night sound levels in recognition of the fact that people are much more disturbed by noise at night than at any other time. The two primary community noise level systems currently in use are the Community Noise Equivalent Level (CNEL) and the Day-Night Average Level (Ldn).

The CNEL system calculates average sound levels from the A-weighted sound levels during a 24-hour day, after addition of 5 decibels to sound levels in the evening between 7 p.m. and 10 p.m. and after addition of 10 decibels to sound levels in the night hours after 10 p.m. and before 7 a.m.

The Ldn system calculates average sound levels from the A-weighted sound levels during a 24-hour day, after addition of 10 decibels to sound levels in the night hours after 10 p.m. and before 7 a.m.

Average noise levels calculated with the CNEL or Ldn systems have been found to differ only slightly. For the purposes of this Noise Element the two systems will be regarded as essentially identical.

Figure 4.2 presents the compatibility of various land uses with various community noise exposure levels using the CNEL and Ldn systems. For the purpose of this Noise Element, areas with CNEL or Ldn noise levels of 70 dBA or greater (at 50 feet) will be considered to be noise impacted, and thereby possibly requiring noise mitigation measures for new residential land uses therein. CNEL or Ldn noise levels of less than 65 dBA will be considered to be in the acceptable range for residential land uses (based on HUD standards). Interior noise levels should not be more than 45 CNEL.

The noise contours presented in this Noise Element have been prepared using the methodology of "The Noise Guidebook" published by the U.S. Department of Housing and Urban Development, Washington, D.C., 1985. The noise contours presented are extremely useful for generalized planning; however, they should not be used as highly accurate estimators of the noise levels at specific locations.

2. EXISTING CONDITIONS

A. EXISTING NOISE SOURCES

Noise in the planning area is primarily from vehicular traffic and railroad operations, with some impact from aircraft operations. No existing industrial activities have been identified which generate noise at levels causing residents to be uncomfortable. While there is a small train switching area in the southeast portion of the City, it is in an industrial area, which tends to mitigate any potential adverse noise effects.

Within the City, the major sources of existing noise are the traffic along Highway 99 and the train operations on Southern Pacific Railroad which is parallel and adjacent to the highway. Traffic on the major circulation routes within the City is a less significant noise source. Noise in excess of 65 Ldn along most local streets and roads is located within street right-of-ways due to relatively low speeds and traffic volumes, and does not ordinarily constitute a nuisance.

Training flights from the Stockton Airport have occasionally generated noise in Ripon as they circle repeatedly at low altitudes. As shown in Figure 4.3, these aircraft should not be flying over the City. To date these errant flights have been immediately corrected upon complaints to the airport tower.

Traffic Sources

Vehicular traffic, including autos, trucks, buses, utility, and maintenance vehicles, generally establish the ambient sound in a community. This ambient level varies throughout the day based upon the intensity of other community sound sources. Furthermore, the ambient level

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE L _{dn} OR CNEL, dB					
	55	60	65	70	75	80
RESIDENTIAL – LOW DENSITY SINGLE FAMILY, DUPLEX, MOBILE HOMES						
RESIDENTIAL – MULTI. FAMILY						
TRANSIENT LODGING – MOTELS, HOTELS						
SCHOOLS, LIBRARIES, CHURCHES, HOSPITALS, NURSING HOMES						
AUDITORIUMS, CONCERT HALLS, AMPHITHEATRES						
SPORTS ARENA, OUTDOOR SPECTATOR SPORTS						
PLAYGROUNDS, NEIGHBORHOOD PARKS						
GOLF COURSES, RIDING STABLES, WATER RECREATION, CEMETERIES						
OFFICE BUILDINGS, BUSINESS COMMERCIAL AND PROFESSIONAL						
INDUSTRIAL, MANUFACTURING UTILITIES, AGRICULTURE						

INTERPRETATION



NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.



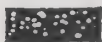
CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.



NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.



CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

Source: California Office of Noise Control

FIGURE 4.2

LAND USE COMPATIBILITY FOR
COMMUNITY NOISE ENVIRONMENTS

CITY OF RIPON
GENERAL PLAN



STOCKTON AIRPORT TRAINING FLIGHT PATHS

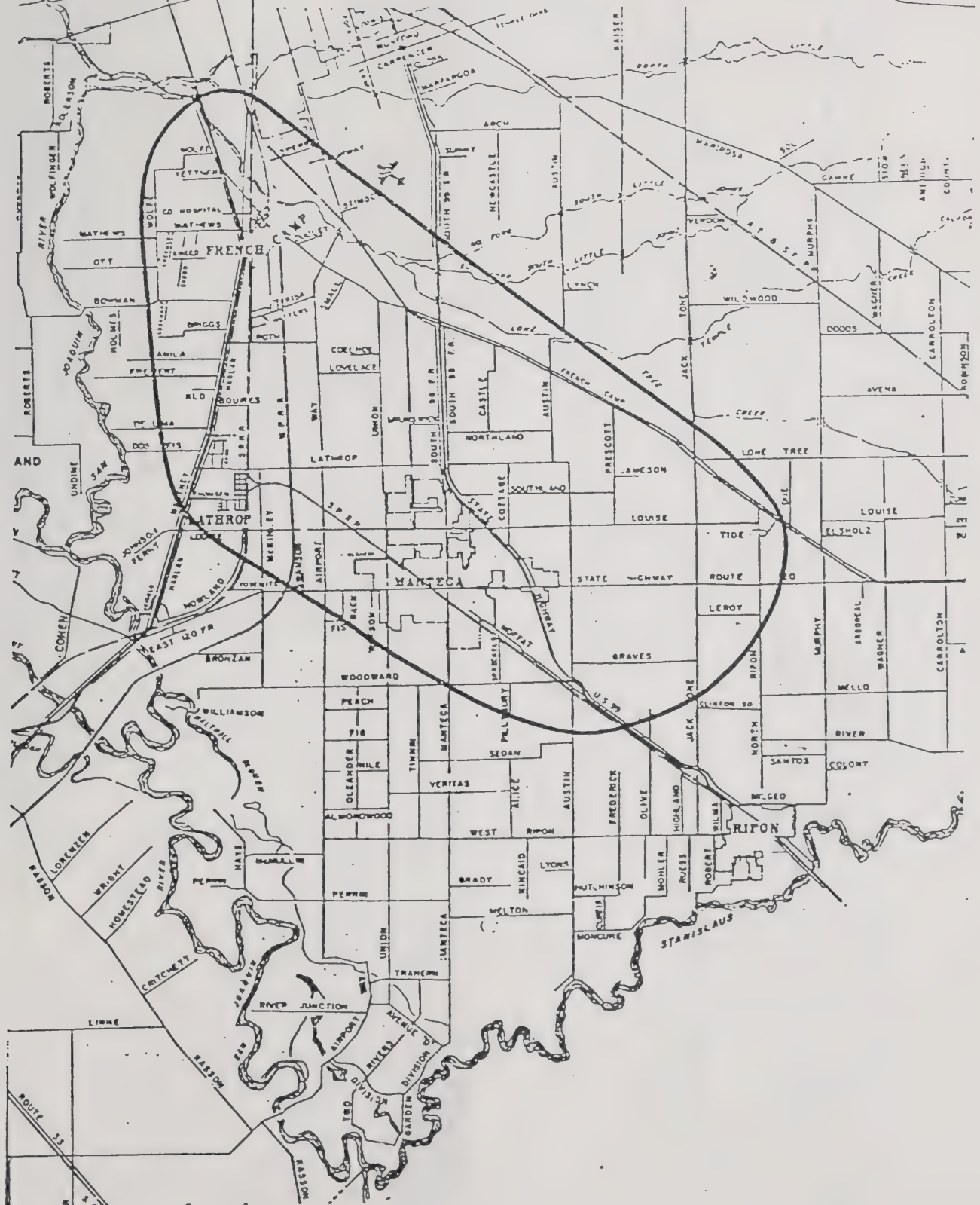
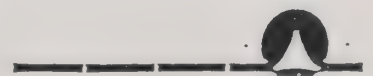
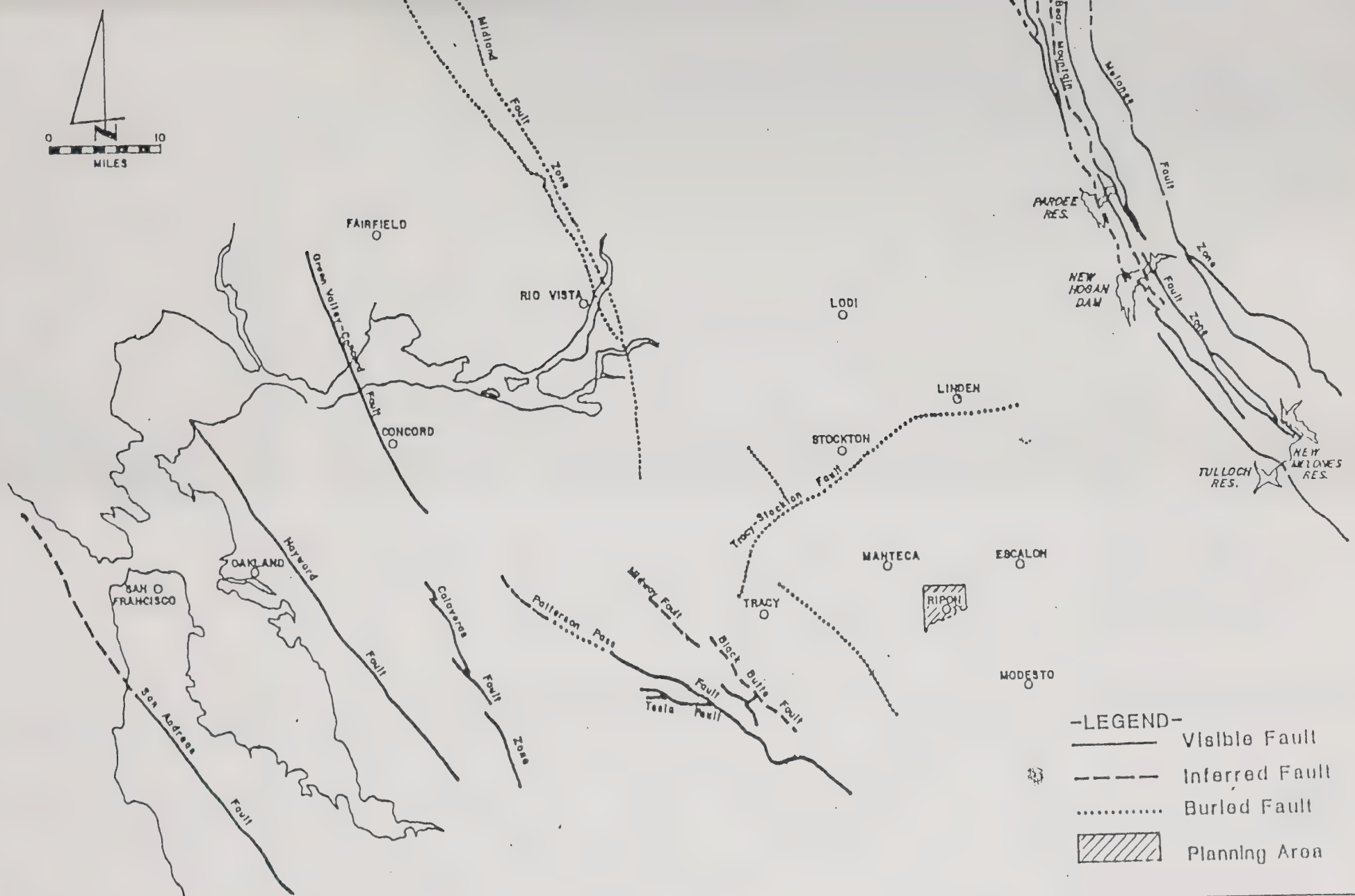


FIGURE 4.3

AIRCRAFT TRAINING FLIGHT PATHS

CITY OF RIPON
GENERAL PLAN





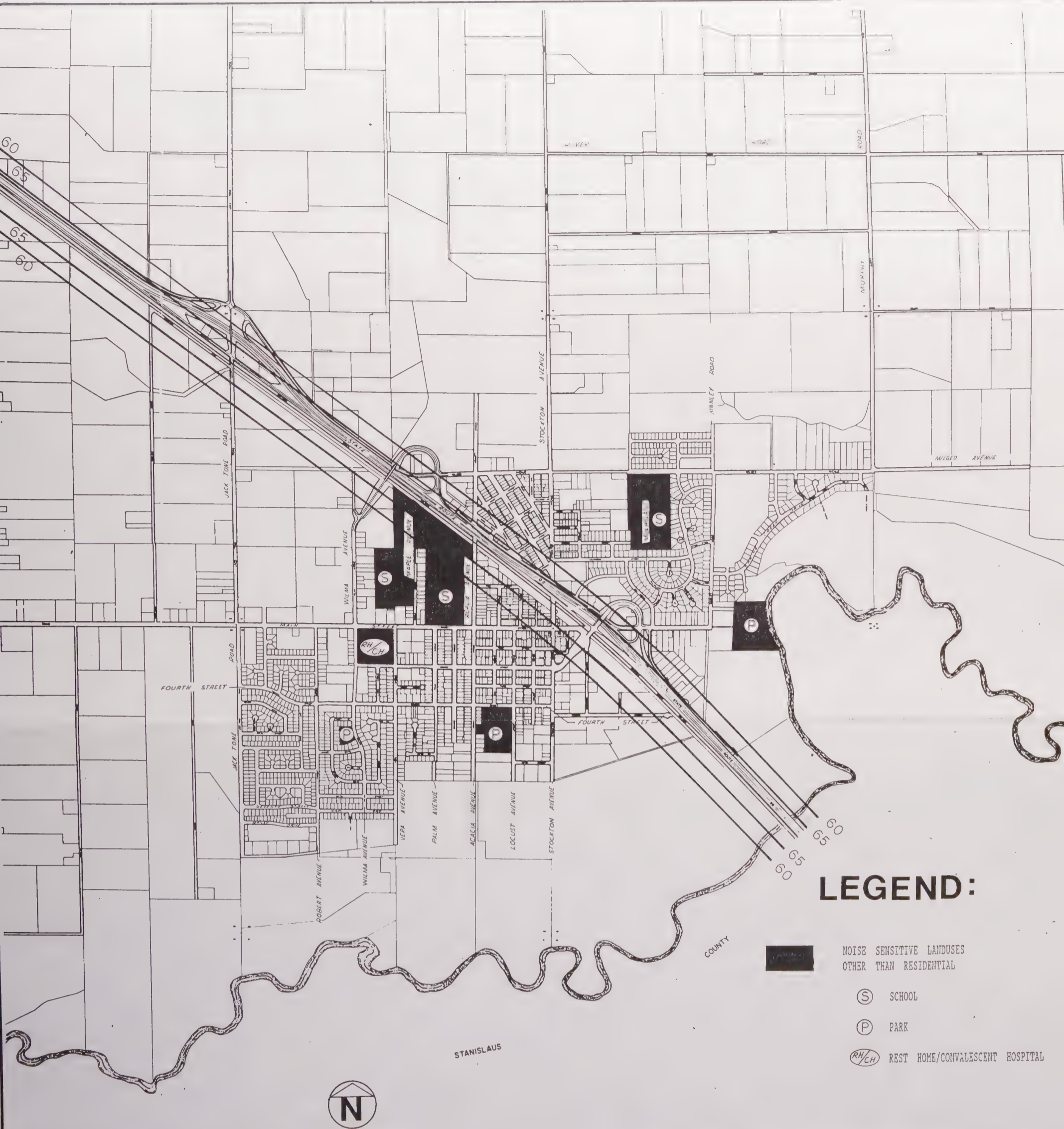
- LEGEND-**
- Visible Fault
 - Inferred Fault
 - Buried Fault
 - Planning Area

FIGURE 6.1
 FAULTS IN THE VICINITY
 OF THE PLANNING AREA

CITY OF RIPON

GENERAL PLAN

MODIFIED FROM: CALIFORNIA DIVISION
 OF MINES & GEOLOGY
 FAULT MAP OF CALIFORNIA
 1975



LEGEND:

- NOISE SENSITIVE LANDUSES
OTHER THAN RESIDENTIAL
- (S) SCHOOL
- (P) PARK
- (RH/CH) REST HOME/CONVALESCENT HOSPITAL

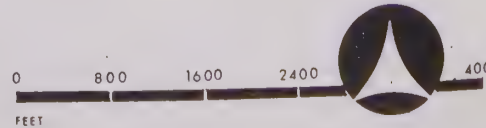
SOURCE: BBN LABORATORIES, INC.
REPORT 5958, PREPARED FOR SAN JOAQUIN
COUNTY, COG FEBRUARY 1986

CNEL dBA	DISTANCE IN FEET FROM RAILROAD C
60	570
65	265
70	125
75	55

FIGURE 4.5

CNEL NOISE CONTOURS
SOUTHERN PACIFIC RAILROAD
1985 & 2005

CITY OF RIPON GENERAL PLAN



is dependent upon traffic flow rate, average vehicular speed, distance to sound receivers, and the ratio of types of vehicles.

Superimposed upon this ambient level are the intrusive, single-event sounds emitted from "specially equipped" trucks, cars, or motorcycles. All vehicular sounds are attributable to four sources: rolling stock (tires, gears, etc.), body rattles, vehicular aerodynamics, and engine noises.

According to Caltrans District 10, in 1985 Highway 99 carried an annual average daily traffic volume of 30,000 vehicles per day (vpd). Approximately, 18 percent of those vehicles were trucks.

Recent traffic counts have indicated that in 1985, West Main Street carried approximately 5,000 vpd east of Jack Tone and 3,000 vpd west of Jack Tone Road. Jack Tone Road carried approximately 3,000 vpd north of West Main Street and less than 1,500 vpd south of West Main Street. North Ripon Road north of Milgeo Avenue carried approximately 1,700 vpd. Milgeo Avenue carried approximately 2,000 vpd west of Manley Road and 600 vpd east of Manley Road. Manley Road south of Milgeo Avenue carried approximately 1,900 vpd. Truck traffic on these roadways is estimated at approximately 10 percent of the total, except for Jack Tone Road south of West Main which at this time carries very few trucks.

The estimated existing noise levels generated by these 1985 vehicular traffic levels are shown using CNEL noise contours in Figure 4.4 for Highway 99 and the highest volume local streets (West Main Street and Jack Tone Road).

Railroad Sources

The Southern Pacific Railroad main route through the San Joaquin Valley runs through Ripon. A large share of the development along the railroad is industrial which creates a partial barrier to the transport of noise. Apartments that have been constructed recently near the railroad and the adjacent highway, have been insulated and constructed to meet acceptable standards.

According to the Southern Pacific Company, there are currently an annual average of approximately 14 train operations per day on this railroad line, each comprised of an average of 3 locomotives and 80 cars, traveling at speeds up to 60 mph.

The estimated existing noise levels generated by these train operations are shown using CNEL noise contours in Figure 4.5 for the Southern Pacific right of way. Comparison of these CNEL levels with those for Highway 99 shown in Figure 4.4, indicate that the equivalent daily noise produced by existing rail traffic is less extensive than that of the existing highway traffic when averaged over twenty-four hours.

Note that the contours shown in Figure 4.5 also adequately represent the Year 2005 CNEL contours for this railroad line, because no significant increase in the projected volumes of future train operations has been identified.

B. EXISTING NOISE SENSITIVE LAND USES

Residential land uses are the primary land uses which can be impacted by noise sources, in terms of the potential population which might be exposed to unacceptable noise. Naturally, those residential areas within relatively close proximity to Highway 99 and the railroad are the most sensitive within the residential land use category.

There are, however, other existing land uses within the City which are especially sensitive to noise. These include schools, a rest home/convalescent hospital, and recreation areas such as parks.

The location of the existing noise sensitive land uses other than residential land uses are shown on the noise contour maps of Figures 4.4, 4.5, and 4.6.

3. FUTURE NOISE GENERATORS

A. TRAFFIC SOURCES

Noise generation within the existing City will increase somewhat along Highway 99 as traffic increases, unless improvement of noise controls of trucks improve significantly. Caltrans District 10 estimates that by the year 2005 the daily traffic volume levels will have reached a total of 82,000 vpd, of which an estimated 14,750 will be trucks.

Existing local major streets such as West Main Street and Jack Tone Road can be expected to experience increases in daily traffic volumes which are approximately proportionate to the increase in residential and non-residential land uses. The planned Doak Boulevard, running along the south side of the City between South Stockton Street and Jack Tone Road, is also expected to serve as a traffic collector and truck route, adding traffic to Jack Tone Road south of West Main Street. The traffic on these roadways is expected to increase to at least 2.5 times the 1985 daily traffic volume levels.

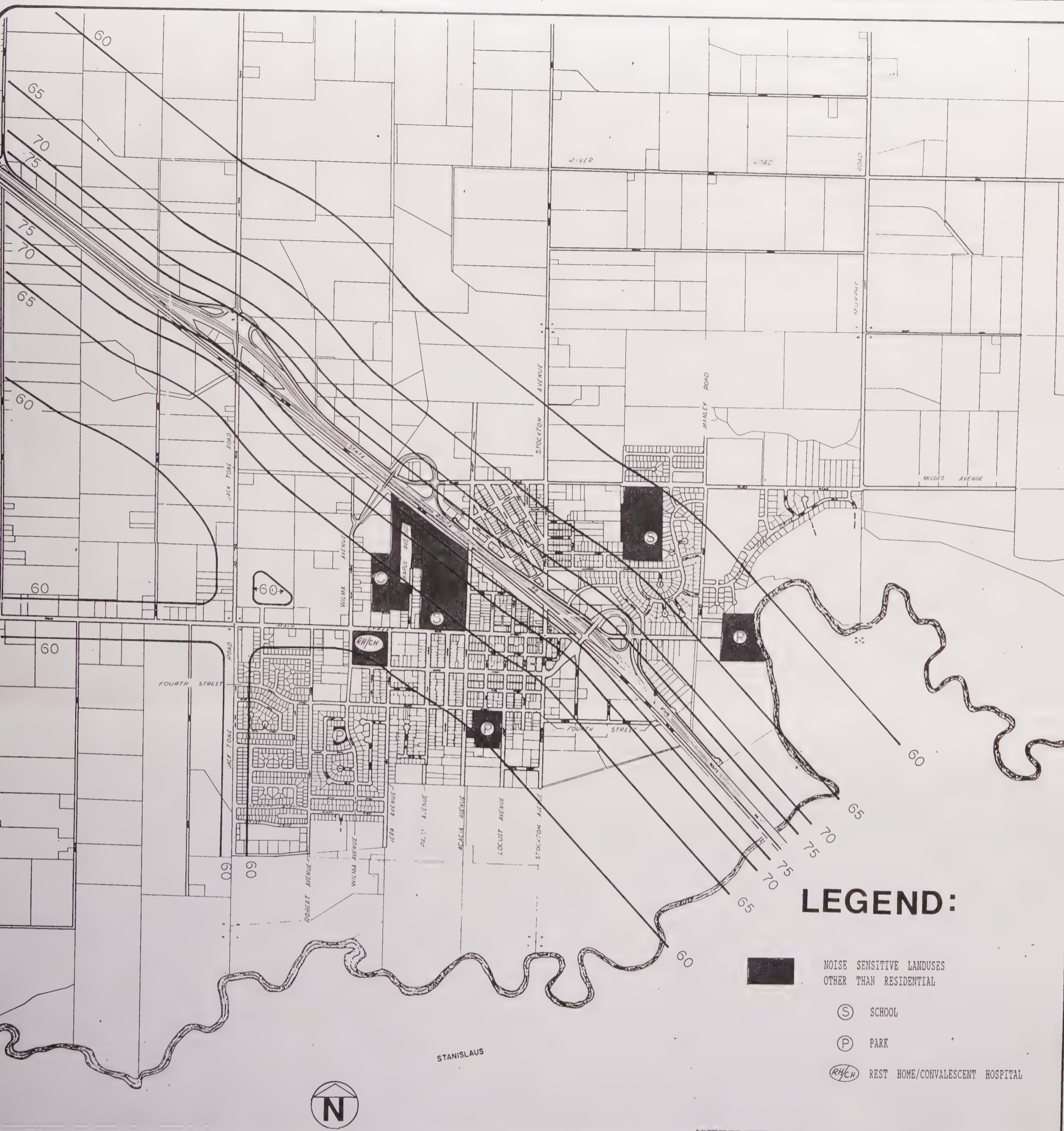
Figure 4.6 shows the projected year 2005 CNEL noise levels to be generated by Highway 99 and the highest volume local streets.

B. RAILROAD SOURCES

According to the Southern Pacific Company, no specific projections are available for Year 2005 train operations on the main line through Ripon and no specific trends toward increased operations can be identified at this time. Therefore, the CNEL contours of Figure 4.5 also serve to represent the future noise levels associated with the railroad line. The highway traffic noise levels within the area bounded by the railroad dominates those from the railroad, regardless of the railroad noise levels.

4. MITIGATING MEASURES AND POSSIBLE SOLUTIONS TO NOISE PROBLEMS

The Land Use Element of this plan reflects the community noise contour data of this Noise Element in the designation of land uses to achieve as much noise compatible land use as possible within the planning area.



LEGEND:

- NOISE SENSITIVE LANDUSES OTHER THAN RESIDENTIAL
- S SCHOOL
- P PARK
- RH/CH REST HOME/CONVALESCENT HOSPITAL



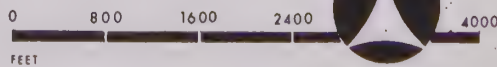
SOURCE: CITY OF RIPON PLANNING DEPARTMENT
 USING PROCEDURES OF "THE NOISE HANDBOOK",
 U.S. DEPT. OF HOUSING AND URBAN DEVELOPMENT, 1985.

CNEL dBA	STATE ROUTE 99	DISTANCE IN FEET FROM EDGE OF ROADWAY			
		W. MAIN STREET		JACK TONE ROAD	
		WEST OF JACK TONE	EAST OF JACK TONE	NORTH OF W. MAIN	SOUTH OF W. MAIN
60	2,700	280	320	280	180
65	1,200	130	150	130	80
70	560	60	80	60	38
75	270	35	40	35	18

FIGURE 4.6

CNEL NOISE CONTOURS
 STATE ROUTE 99 FREEWAY
 AND HIGHEST VOLUME
 LOCAL STREETS — 2005

CITY OF RIPON GENERAL PLAN



Noise impact studies by a qualified acoustical engineer may be required for any future development which appears to have the potential to generate or be exposed to significant noise sources. Such impact studies may be required to identify the degree of potential noise impacts by or on the development, and to recommend measures to mitigate such noise impacts to within an acceptable range.

A performance standard of 45 CNEL interior noise level for all residential construction adjacent to major community noise sources should be enforced.

5. NOISE GOALS AND POLICIES

Goal: To protect residents from health hazards and annoyance associated with excessive noise levels.

Policies:

1. To require noise buffering or insulation in new developments along the highway, railroad, or major streets.
2. To control noise sources in residential areas by restricting truck traffic to designated truck routes.
3. To require analysis of potential noise from new developments and require mitigating measures to reduce noise impacts to acceptable standards.
4. To examine any source of noise projected at or above 70 db at 50 feet for compatibility with existing or projected planned neighborhood land use prior to granting a rezoning or conditional use permit.
5. Develop a community noise ordinance.

6. IMPLEMENTATION PROGRAMS

1. **Program statement:** The City will develop a Noise Ordinance.

Program responsibility: City Council and Planning Department.

Funding source: General fund - regular staffing.

Time frame: 1988-89 fiscal year.

OPEN SPACE AND CONSERVATION ELEMENT

The open space and conservation element provides a description of the various recreational and natural resources within the Planning Area and describes the policies and programs to be used to protect and maintain these resources.

1. DESCRIPTION OF EXISTING RESOURCES

SOILS AND AGRICULTURAL RESOURCES

Agriculture is a prominent land use within the Planning Area. The areas to the north and west of the existing City limits are largely planted in high quality orchard and field crops. Almonds and peaches are the main tree crops, with beans, alfalfa, and corn being major row crops. Many of these parcels are held in the Williamson Act and are not available for annexation until their contracts are terminated by non-renewal or other release. Land Use Map Fig. 1.1 shows distribution of lands within the Williamson Act in the planning area of the general plan. To the east are large walnut orchards which are primarily within the Stanislaus River flood plain. As urbanization encroaches on farm lands, productive soils are permanently removed from agricultural use. The principle soil types of the Ripon area are Hanford Sandy Loam (with a deep permeable sub-soil) and Dinuba Sandy Loam (which rests on hardpan or hardpan-like substratum). The Hanford Sandy Loam soil is excellent for grapes and tree crops. The Dinuba soil is good for alfalfa and row crops.

Runoff from all soils in the Planning Area is slow and the hazard of water erosion is slight. Soil permeability in the Planning Area is rapid to moderately rapid, and the hazard of wind erosion is moderate to high (U.S. Department of Agriculture, Soil Conservation Service, 1985).

GROUNDWATER RESOURCES

The Stanislaus River, the agricultural areas irrigated with surface water from the mountains, and the hills to the east of the Planning Area all play a role in recharging the underground aquifers. Underground water levels have not varied greatly over the last twenty years, except under severe draught conditions which have been equalized in subsequent years. Currently, ground water levels are between 27 and 35 feet below the ground surface.

In 1985 the City had six operational wells with a total capacity of 7,900 gallons per minute (gpm) and plans to construct a new well and storage tank with booster pump capable of an additional 3,000 gpm. The average consumption of water furnished by the City is about 2 million gallons per day (MGD), with a maximum rate of about 3.5 MGD. The Nestle's plant, the Simpson Paper plant, and irrigation of the schools within the City require a total additional 2.5 to 3.0 MGD.

The quality of water is generally good in and around Ripon, except for salt, nitrate and organic chemical contamination. All of the wells which are used for drinking water meet public health standards. Whether all of the City's water wells will continue to meet nitrate standards cannot be predicted.

RIVER RESOURCES

The Stanislaus River is fed by mountain streams whose rate of flow is largely controlled by New Melones Dam. Except in unusual rainfall conditions which affect water releases into the San Joaquin River, the flows are kept well below 8,000 cubic feet per second (CFS).

During emergency situations, the New Melones flow rate has been restricted, thus requiring increased flows at a later time and for longer periods. Under these conditions, land within the flood plain may flood. This includes the City industrial sewer ponds and solid waste composting area, and a Simpson Paper Co. industrial sewer pond area which all lie within the flood plain. The business and residential areas of the existing City are well above the 100-year flood plain.

VEGETATION AND WILDLIFE RESOURCES

The portions of the Planning Area which are adjacent to the Stanislaus River are environmentally sensitive riparian habitat. Riparian vegetation is characterized by oak, willow, and cottonwood along river banks. Riparian lands are a national resource in short supply, and are diminishing rapidly because of human encroachment.

There are three endangered or threatened species within Ripon's planning area: *Ambystoma Tigrinum Californiense* (salamander), *Buteo Swainsoni* (bird of prey), and *Branta Canadensis Leucoparidea* (goose). No endangered plant species have been identified within the Planning Area. (California Department of Fish and Game, 1986)

The endangered species identified above will be afforded continued protection by prohibition of development within the flood plain, which encompasses the riparian habitat, and by careful evaluation of the potential impacts of any uses which may pose additional threat to sensitive species.

Besides the endangered species listed, common animals which are also found within the undeveloped portions of the Planning Area include raccoon, beaver, cotton tail, ground squirrels, fox, skunks, pheasant, quail, and ducks.

The Stanislaus River is also an important habitat for several types of fish. Black bass, catfish, and blue gill are present year round. Seasonal salmon and striped bass runs occur, and are maintained by controlled flow of the river via New Melones Dam.

In conformity with Federal Emergency Management Agency (FEMA) standards, no building within the flood plain, except by special permit, is permitted within the City. See the Safety Element of this plan for the flood plain boundaries and the policies relating to it.

AIR RESOURCES

The City of Ripon lies within the San Joaquin Valley, which is bounded by the coastal mountain ranges on the west and the Sierra Nevada range on the east. The Carquinez Strait is a sea level gap in the coastal range, located approximately 60 miles northwest of the Planning Area; the intervening terrain is flat. The prevailing wind direction in the Planning Area is from the northwest, resulting from breezes through the Carquinez Strait and Altamont Pass. In the winter, winds diminish. Average rainfall for the year in San Joaquin County is approximately 14 inches, while the average annual temperature is approximately 60 degrees fahrenheit (U.S. Weather Bureau).

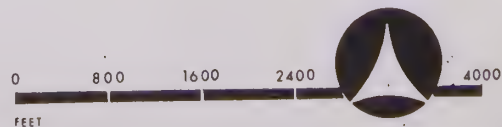
Urban emission sources in the San Joaquin County area plus what is transported from the S.F. Bay Area are the main source of two existing air quality problems. Federal and State air quality



FIGURE 5.1

EXISTING OPEN SPACE, PARKS, &
RECREATION FACILITIES IN THE
PLANNING AREA

CITY OF RIPON GENERAL PLAN



standards for ozone and carbon monoxide (CO) are currently being exceeded (California Air Resources Board, 1979-85). As a consequence, San Joaquin County has been designated as a "nonattainment area" with respect to the federal ozone and CO standards.

Ozone, the main component of photochemical smog, is primarily a summer/fall period pollution problem. Federal and State ozone standards have been periodically exceeded in parts of San Joaquin County for many years. The major contributors to regional ozone problems are motor vehicle emissions and evaporation of various organic compounds (fuels, solvents, etc). Ozone is not emitted directly into the air, but is formed through a complex series of chemical reactions involving other compounds (various organic compounds, nitric oxides, and nitrogen dioxide) which are directly emitted.

Carbon monoxide is primarily a winter period pollution problem. Motor vehicle emissions are the dominant source of CO in most areas. As a directly emitted pollutant, transport away from the emission source (such as a roadway) is accompanied by dispersion and reduced pollutant concentrations with increased distance. Consequently, CO problems are usually rather localized, often resulting from a combination of high traffic volumes, significant traffic congestion, and/or stable meteorological conditions (calm winds and low temperatures). The Federal and State standards for CO have been exceeded on one or two days per year at monitoring stations within the County.

The Federal Clean Air Act established air quality standards for these and other pollutants, and requires areas that violate these standards to prepare and implement plans to achieve the standards by certain specified deadlines. San Joaquin County has such a plan, however, there is some concern about its ability to actually attain the ozone standards by the required deadline (per Ms. Peggy Keranen, San Joaquin County Planning Department). Policy 6 of the Circulation Element directs the City to attempt to locate a "Park and Ride" lot which would also assist in reducing traffic and air pollutant emissions.

HISTORICAL AND ARCHEOLOGICAL RESOURCES

The only identified archeological site within the City is a midden site located within the boundary of Stouffer Park. It should be recognized, however, that cultural records for all counties in California are based on incomplete surface and subsurface archeological and historic investigation. Therefore, the apparent absence of cultural resources may not be indicative of the actual number, significance, age, or condition of cultural resources present in the Planning Area. There are no buildings located within the City which are on the National Register of Historical Places. No buildings or sites have been locally designated or may be eligible for local, state, or federal designation as historically or architecturally significant.

PARKS AND RECREATION RESOURCES

See Figure 5.1 for the location of the various parks and recreation features described in the following paragraphs.

Parks within the City of Ripon are operated and maintained by the City of Ripon. The City has a Recreation Commission, which is a five-member advisory body appointed by the City Council. This commission presides over the City's recreation programs, including the formulation of recommendations for the recreation facility needs of the City's recreation programs and recommendations for the use of recreation facilities.

City-owned parks include Stouffer Park east of Highway 99 adjacent to the Stanislaus River, the Community Center Park on Fourth Street, and a small park on Wilma Avenue.

Stouffer Park is a twelve-acre park located along the Stanislaus River, in which the natural setting has been maintained in its design and development, including river overlooks. An archeological site has been identified within the boundaries of this park. The park provides play field areas, used either as two baseball diamonds or two soccer fields. There are also playground equipment, picnic facilities, and parking areas.

The Community Center Park is a ten-acre facility which, in addition to the Community Center Building, provides two baseball diamonds (one more is planned), playground equipment, tennis courts (future), and parking areas. The Wilma Avenue Park is a two-acre facility with playground equipment and turf play area.

All the campuses within the Ripon Unified School District are open to the public for recreational use after school hours. The elementary schools provide playground equipment. The high school provides a swimming pool and gymnasiums which the Parks and Recreation Department uses for various recreational activities. All of these schools have large playgrounds and park facilities.

The City's parks are separated by several blocks from the public school facilities, which has resulted in relatively short distances between residential areas and play areas of some kind.

The Corps of Engineers owns a thirty-acre site along the Stanislaus River immediately east of Highway 99. This site is planned for development as a park/recreation area. It will provide picnic sites, swimming, fishing, and hiking trails to view natural vegetation and wildlife. In addition, the Corps has over thirty acres of additional easement along the north side of the river throughout the Planning Area's entire southern border. This easement area provides natural habitat for birds and wildlife and is contained within the flood plain of the river.

Other recreational facilities within and around Ripon include Caswell State Park (situated approximately 4 miles southwest of Ripon) and Spring Creek Golf Club (a private development) located in the unincorporated area adjacent to the northeast side of the current City limits.

2. EFFECTS OF FUTURE DEVELOPMENT ON NATURAL RESOURCES

SOILS AND AGRICULTURAL RESOURCES

The primary impact on soils and agriculture of future development within the Planning Area will be the loss of productive farm land. This will primarily be felt in the unincorporated portions of the Planning Area, since there is very little land within the existing City limits which is devoted to agricultural uses.

GROUNDWATER RESOURCES

Future development within the Planning Area is expected to have only minimal effect on underground aquifers, because of the natural recharge performed by the Stanislaus River and the availability of good surface water for irrigation of surrounding agricultural uses which minimizes the need for groundwater pumping.

It is unknown how the quality of groundwater may change in the future. If, due to nitrate and/or organic chemical contamination in excess of health standards, the City is forced to abandon an excessive number of its wells as sources of drinking water, there may have to be prohibition of annexations and additional development until an adequate source of good water can be identified and developed. The City has an ongoing program for monitoring the water quality in all of its wells to provide early detection of recognized potential water quality problems.

RIVER RESOURCES

Future development within the planning area is not expected to produce significant adverse impacts on the Stanislaus River. One potential effect is increased storm drainage runoff, since four of the City's storm drain lines flow by gravity into the river.

VEGETATION AND WILDLIFE RESOURCES

Due to the City's policy prohibiting building within the Stanislaus River's 100-year flood plain except by special permit (which contains the riparian habitat along the river), development within the Planning Area is not expected to have significant effects on existing riparian vegetation and other areas along the river supporting wildlife.

According to the California Department of Fish and Game (1986), any construction within the 100-year flood plain of the Stanislaus River would require a Streambed Alteration Agreement from the Department of Fish and Game pursuant to Sections 1601-03 of the Fish and Game Code.

Removal of land from agricultural use could affect the availability of habitat for common animals such as pheasants, quail, doves, and rabbits.

AIR RESOURCES

Air quality would unavoidably and adversely be affected to a minor degree by residential, commercial, and/or industrial development within the Planning Area. The adverse effects would be due to increased emissions generated by automobile travel and stationary source additions resulting from such urban development.

Another air quality issue of local importance is that of odors. Odor from poultry farms bordering the urbanized area may prove objectionable at times to residents of developing portions of the Planning Area. Additionally, odor from the City's domestic and industrial sewer ponds needs to be recognized in consideration of compatible land uses in the proximity of these ponds.

3. POTENTIAL FOR FUTURE OPEN SPACE AND RECREATION RESOURCES

CITY PARKS AND RECREATION FACILITIES

The total City parklands, exclusive of school recreation facilities, provides 24 acres of combined neighborhood and community parks and recreation facilities. This represents approximately 4.7 acres per 1,000 persons within the City limits, at the 1985 population level of 5,130. This compares favorably with State and National guidelines for parks and recreational facilities, which as Table 5.1 shows, suggest that between 4.5 and 6.5 acres per 1,000 population is appropriate. In the past the City has used a rule of thumb of one park per 60 to 80 acres of residential development.

Regional park facilities for the Ripon area are provided by Caswell State Park and the proposed Corps of Engineers park along the Stanislaus River.

Future needs for neighborhood and community park facilities can be estimated using the existing parks to population ratio. At the City's projected Year 2005 population level of 12,900, a total of at least 36 acres of additional neighborhood/community parks and recreation facilities will be needed to just maintain the existing ratio.

Table 5.1

Composite State and National Parks
and Recreational Standards

<u>Park Type</u>	<u>Service Radius</u>	<u>Acres per 1,000 Population</u>
Neighborhood	0.25 - 0.50 mile	2.0 - 2.5
Community	1 - 2 miles	2.5 - 4.0
Regional	10 miles	15 - 20

Source: National Recreational Park Society and the State of California.

For the purposes of this Element, a neighborhood park provides playground equipment and turf play areas, but no formal ballfield areas or parking areas. A community park provides formal ballfield facilities, picnic areas, parking areas, and possibly other amenities in addition to playground equipment and turf play areas. Neighborhood parks are typically expected to be in the range of 2 to 2 1/2 acres, or less in the case of a mini-park. A mini-park is typically expected to be similar in nature to a neighborhood park, but involving less land area (primarily at the expense of some of the turf play area found in neighborhood parks). Community parks are typically expected to be larger - in the range of 2 1/2 to 4 acres depending on the types and extent of recreation facilities provided.

Based on the projected need, at least 36 acres of additional parks will be needed.

OPEN SPACE/RECREATION OPPORTUNITIES ALONG THE STANISLAUS RIVER

Since City policy prohibits building within the Stanislaus River flood plain area except by special permit, there is a unique opportunity to make use of some of these areas for open space and recreation. For example, from Stouffer Park the flood plain area follows the river's north side to Highway 99 and possibly westward.

Cooperation between the City, the Corps of Engineers, and affected property owners/developers will be necessary, but the potential exists to make use of this area which might otherwise be an untapped recreational and open space asset.

4. OPEN SPACE AND CONSERVATION GOALS AND POLICIES

Goal A: To provide and maintain parks that are suited to the needs of Ripon residents and visitors.

Policies:

1. City park dedication (or acquisition) and development efforts will be based on a goal of 3 to 5 acres of neighborhood and community parkland per 60 to 80 acres residential or 1,000 residents. This goal is separate and exclusive of school site acreage within the City limits.
2. The City will pursue State and County funding to augment City revenue to the extent such funding is available.
3. The City will continue to impose park development fees on all new residential development.
4. The City will promote and encourage the preservation of open space areas along the Stanislaus River.

Goal B: To maintain a recreation program that is suited to the needs and interests of Ripon residents.

Policies:

1. The City will encourage continued utilization of the use of school facilities for City-sponsored recreation programs.
2. The City's Recreation Commission will survey community attitudes and preferences for recreational programs.
3. The City's Recreation Commission will annually update statistics on participation in the various City recreation programs and use of City recreation facilities.

Goal C: To protect Ripon's Native American heritage.

Policies:

1. The City will not knowingly approve any public or private project that may adversely affect important archeological sites.
2. The City will refer development proposals that may adversely impact archeological sites to the California Archeological Inventory at Stanislaus State University.
3. Archeological site evaluations will be conducted at the expense of development proponents.

Goal D: To minimize the impact of urban development on surrounding agricultural uses and riparian habitat as much as possible, consistent with the policies of the General Plan.

Policies:

1. To minimize the intrusion of urban development into agricultural areas the City discourage the premature conversion of agricultural lands to urban uses.
2. Continue to prohibit urban building within flood plain areas except by special permit.

Goal E: To conserve air resources within the Planning Area.

Policy:

1. The City will support policies established by the State, the local air pollution district, and the County Board of Supervisors for maintaining and/or improving the quality of air in San Joaquin County.

5. IMPLEMENTATION PROGRAMS

1. **Program statement:** The City will periodically review projected park development needs and plans.

Program responsibility: City Council, Parks and Recreation Department, City Administrator.

Funding source: General fund - regular staffing.

Time frame: Ongoing.

2. **Program Statement:** The City will contact the California Archeological Inventory at Stanislaus State University for review of development sites that may be adversely impact archaeologically.

Program responsibility: Planning Department.

Funding source: General fund - regular staffing, Development application processing fees.

Time frame: Fiscal Year 1987-88.

COMMUNITY SAFETY AND SEISMIC ELEMENT

The Safety Element of the General Plan provides a description of the potential for various health and safety hazards within the Planning Area and the various programs and services which provide protection from natural and other hazards.

1. SEISMIC AND GEOLOGIC HAZARDS

The information presented herein on geologic and seismic hazards is based on a review of the Safety/Seismic Safety Element of the San Joaquin County General Plan (San Joaquin County Planning Department, 1978) and the Urban Geology Master Plan for California prepared by the California Division of Mines and Geology (Bulletin 198, 1973).

A. SEISMIC HAZARDS

Faults

Faults are indications of past seismic activity. It is assumed that those that have been active recently are the most likely to be active in the future, although even inactive faults may not be "dead".

Figure 6.1 illustrates faults located in the vicinity of the Planning Area. Seismic activity on these faults has the greatest potential for causing damage in the Planning Area. Some of the faults are active (have exhibited activity within the last 11,000 years) and some are inactive. Seismic activity in other parts of the State can also affect the Planning Area, but its potential impact is not as great. The active or potentially active faults shown in Figure 6.1 include the following:

Calaveras Fault
Green Valley - Concord Faults
Hayward Fault

Midland Fault
San Andreas Fault Zone
Tracy - Stockton Fault

A new fault system, the San Joaquin Fault Zone, has recently been identified by the U.S. Geologic Survey. It extends from Tracy to Los Banos, paralleling Interstate Route 5. Geologic studies indicate that this zone could be an important fault system for San Joaquin County.

Primary Effects of Seismic Activity

The primary effects of seismic activity are ground shaking and ground rupture. There are no identified faults or fault traces within the Planning Area, so ground surface faulting or displacement is considered unlikely. Strong groundshaking poses a greater seismic threat than the possibility of a local ground rupture.

The most likely sources of strong groundshaking are the San Andreas, Hayward, Calaveras, Midland, Green Valley-Concord, and Tracy-Stockton Faults. The intensity of groundshaking from earthquakes on these and other faults is dependent on the earthquake's magnitude, distance, and soil and rock properties.

Historically, very little seismic activity has occurred in the Ripon area in comparison to other parts of California. It is not unreasonable, however, to expect the potential for groundshaking of sufficient intensity to damage or destroy masonry buildings which are not reinforced and not designed to resist lateral forces, move frame houses off foundations if not bolted down, cause

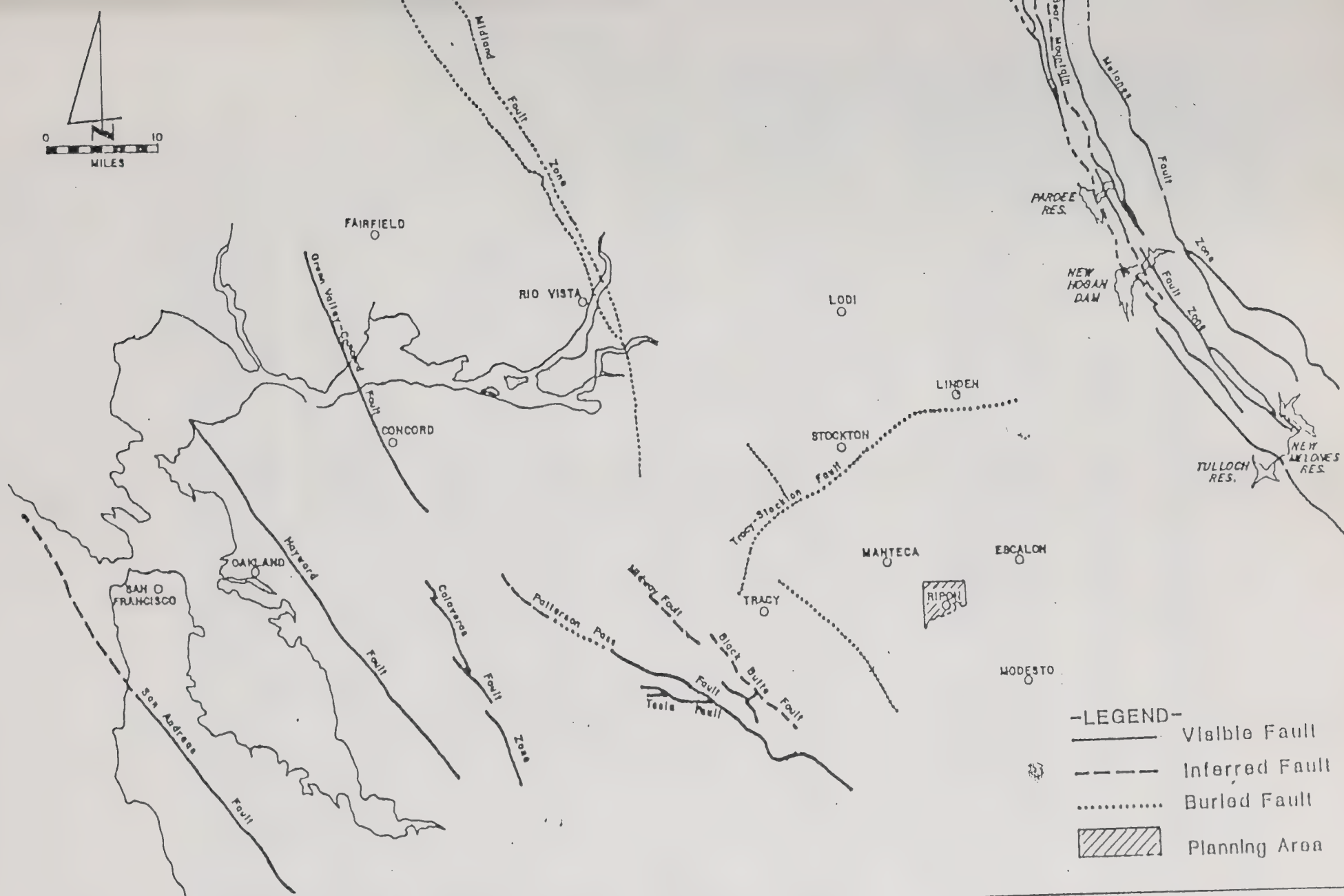


FIGURE 6.1

FAULTS IN THE VICINITY
OF THE PLANNING AREA

CITY OF RIPON GENERAL PLAN

MODIFIED FROM: CALIFORNIA DIVISION
OF MINES & GEOLOGY
FAULT MAP OF CALIFORNIA
1975

chimneys to fall, or seriously damage reservoirs. The degree of damage would depend upon the intensity of the earthquake and the structural capabilities of buildings, bridges, utilities, and highways within the Planning Area.

Ripon has adopted the Uniform Building Code which places the City in the Earthquake Zone 3 as a minimum construction standard.

Earthquake Zone 3 includes areas which could potentially experience major damage due to earthquakes, but which are not in the immediate proximity of major fault systems. Within Zone 3, the building code specifies certain construction standards and techniques which must be used in the construction of masonry structures. These standards include, but are not limited to, materials to be used, vertical reinforcement, horizontal reinforcement, shear walls, anchorage to foundations, and bracing.

Secondary Effects of Seismic Activity

In addition to local ground rupture and general groundshaking, an earthquake can trigger many other actions. These secondary effects can cause as much, or more, damage as the earthquake itself. Secondary effects may include: liquefaction, tsunamis, seiches, landslides, subsidence, floods, and a possible cumulative effect of crippling emergency responses. These are described below along with their potential to affect the Planning Area.

Tsunamis - or seismic sea waves, are great ocean waves that are generated by earthquakes, submarine volcanic eruptions, or large submarine landslides. Tsunamis pose a negligible hazard to the Planning Area, because seismic sea waves originating in the Pacific Ocean would be dissipated by the San Francisco Bay.

Seiches - are periodic oscillations of water levels in basins. They are primarily a result of seismic sea waves, wind and weather changes, seismically induced ground waves, landslides, and tectonic tilting. The period of seiches ranges from a few minutes to a few hours, depending on the size and shape of the basin of water. The amplitude of a typical seiche ranges from a few inches to several feet. Seiches occur not only in confined basins, but also in harbors, bays channels, rivers, or other bodies of water. There are no historical records of a seiche occurring in or adjacent to San Joaquin County; however, this does not rule out the possibility of one occurring in the future.

Liquefaction - is a soil phenomenon in which a water-saturated cohesionless soil temporarily loses its strength and liquefies when subjected to dynamic forces such as intense and prolonged groundshaking. If the liquefying layer is a few feet below the surface, it may provide a sliding surface for the ground above it, causing landsliding.

The areas that are believed to have the greatest potential for liquefaction are those in which the water table is less than 50 feet below ground and the soils are predominantly clean, relatively uniform sands of loose to medium density. Clay soils are generally not subject to liquefaction. The closer the ground water is to the surface, the greater is the potential for liquefaction.

The Planning Area is potentially susceptible to liquefaction because of the combination of sandy soils and a high groundwater table. The groundwater levels in the Planning Area is currently 27 to 35 feet below the ground surface.

Although there are several areas of San Joaquin County that have a potential for soil liquefaction during strong groundshaking, the probability of soil liquefaction actually taking place in the County is considered to be relatively small because of the distance from the San Andreas, Hayward, and Calaveras Fault Zones, the type of groundshaking expected from those faults, and the relative inactivity of the Tracy-Stockton Fault. The possibility of liquefaction does however still exist mainly near the banks of the river and should be considered when planning and designing levees.

B. GEOLOGIC HAZARDS

Slope Instability

Slope instability (landslides, mudflows, snow and ice avalanches, unstable cut and fill slopes, rockfalls, and creep) is not a major constraint to land use in the Planning Area because of the relatively flat topography.

Foundation Instability

The main sources of foundation instability are expansive soils. Expansive soils are earth materials which increase in volume when they absorb water and decrease in volume when they dry out. Expansion is most often caused by clay minerals absorbing water from the air or ground into their crystal lattices. When buildings are placed on expansive soils, foundations may rise each wet season and fall each dry season. Because movements may vary under different parts of structures, building foundations may crack and doors and windows may warp. The soil types in the Ripon Planning Area have low to moderate shrink-swell behavior. The adverse effects of expansive soils can be avoided by proper drainage and foundation design. Soils testing, which is required to be done of all graded building sites by Chapter 70 of the Uniform Building Code, will detect the presence of expansive soils for specific sites. Once expansive soils have been detected, corrective measures can be designed into foundations for little additional cost.

Erosion and Sedimentation Problems

Erosion is the process of detachment and transportation of soil particles by wind and water. Erosion can pose a hazard to continued agricultural production and sediments can harm water quality and clog drainage structures.

The potential for wind erosion hazard in the Planning Area is considered to be moderate to high according to the San Joaquin County Planning Department (San Joaquin County General Plan, 1978). The only portion of the Planning Area with any potential for water erosion is the area along the Stanislaus River.

Volcanic Hazards

The most probable centers for future volcanic eruptions are distant from the Planning Area along the eastern margin of the Sierra Nevada (California Division of Mines and Geology, Bulletin 198, 1973).

Land Subsidence

Subsidence of the land surface can result from many causes including extraction of groundwater, gas, oil, and geothermal energy. Groundwater withdrawal subsidence is the most extensive type in California. This type of subsidence has been observed only in valley areas underlain by alluvium. No evidence of land subsidence is known for the Ripon area.

The Planning Area is within the eastern San Joaquin Groundwater Basin, which includes the lands bounded by the County line on the north, the San Joaquin River on the west, the County line and the Stanislaus River on the south, and the edge of the alluvium on the east. This basin has been identified by the Department of Water Resources as experiencing overdraft, (Ground Water Basins in California, California Department of Water Resources, Bulletin 118-80, 1980).

2. FLOOD HAZARDS

Flood hazards in urban areas typically are due to three possible causes. These include flooding caused by storm run off and its effects on streams and rivers; flooding caused by localized drainage problems; and flooding resulting from dam failure and the resulting inundation. The potential for these flood hazards within the Planning Area is discussed below.

The 100-Year Flood Hazard

A 100-year flood has a 1 percent probability of occurring in any year. This is considered to be a severe flood, but one with a reasonable possibility of occurrence for purposes of land use planning, property protection, and human safety. Prior to the construction of New Melones Dam, the flood plain of the Stanislaus River was periodically flooded from excessive rainfall and backing up of the San Joaquin River. The older parts of the City, however, have never been known to experience flooding. Even with the New Melones Dam now in operation, water releases from the dam of 8,000 to 10,000 cubic feet per second (CFS) are possible, causing flooding in areas immediately adjacent to the river.

The map in Figure 6.2 shows the estimated 100 year flood boundary within the Planning Area.

The City of Ripon has an adopted ordinance to control construction in the flood plain and to meet provisions of the National Flood Insurance Program in 1975.

Localized Drainage Problems

There are no identified significant drainage problems in the Planning Area. This is due to the very good percolation of the area's sandy soil, a slight topographic sloping toward the Stanislaus River, and the adequacy of existing drainage facilities.

Dam Failure Flood Hazard

Despite the number of dams near San Joaquin County, the risk of dam failure inundating portions of the County is considered low, though the degree and nature of risk for each dam is unknown. Dam failure can occur under three general conditions: as a result of an earthquake, an isolated incident due to structural instability, or because of intense rain in excess of design capacity (San Joaquin County General Plan, 1978). Figure 6.3 indicates areas subject to inundation in the event of failure of Tullock Dam and New Melones Dam.

Although flooding as a result of an earthquake-induced dam breakage, is potentially possible, it is considered unlikely. The possibility of dam breakage at Tullock or New Melones is not great. The Army Corps of Engineers have made extensive seismic investigations of the New Melones dam site area and have been careful to minimize earthquake related dangers.

In August 1972, Senate Bill 896, which required that Section 8589.5 be added to the Government Code, was passed. This section requires local jurisdictions to adopt emergency procedures for the evacuation of populated areas in inundation areas identified by dam owners.

The local Office of Emergency Services has prepared a Dam Failure Plan. This plan includes a description of dams, direction of floodwaters, responsibilities of local jurisdictions, and evacuation plans. Figure 6.4 shows the current designated evacuation routes for the City of Ripon.

If Tullock Dam should fail, the U.S. Corps of Engineers estimates that 10 hours would elapse between the failure event and inundation of the Ripon area. If New Melones Dam should fail, approximately 8 hours would elapse before the Ripon area is inundated.

3. FIRE HAZARDS AND PROTECTION

The threat to the City of Ripon from wildland fires is extremely low due to the agricultural lands surrounding the City. Structural fires (e.g., electrical shorts and cooking fires) are the principal fire threats to the City, but the level of risk is generally low due to the relatively recent construction of most of the City's buildings.

The Ripon Consolidated Fire District is responsible for both the City and the surrounding area which consists of approximately 45 square miles. See Figure 6.5 for the District's current boundaries. The City of Ripon is presently classified as Class 4 by the Fire Insurance Underwriters, and the rural area is classified as Class 8. The District employs 6 full-time emergency personnel and has a total of 51 volunteer firefighters and 14 volunteer ambulance personnel. In 1985 the City had six wells that were operational with a total capacity of 7,900 gallons per minutes (gpm) and plans to construct a new well and a storage tank with booster pump providing an additional 3,000 gpm. This will provide a total of 10,900 gpm capacity for fire emergencies and maximum simultaneous demand. This exceeds the highest demands ever experienced, which have not exceeded 9,700 gpm. All of the roads within the City meet the minimum road width requirements for movement of fire equipment.

Programs under the redevelopment agency will replace and upgrade the water distribution system within the older parts of the city. These improvements plus the installation of a well and storage tank will largely bring the city's ability to provide adequate water supplies up to desirable



FIGURE 6.2

100-YEAR FLOOD AREA

CITY OF RIPON GENERAL PLAN

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FEET

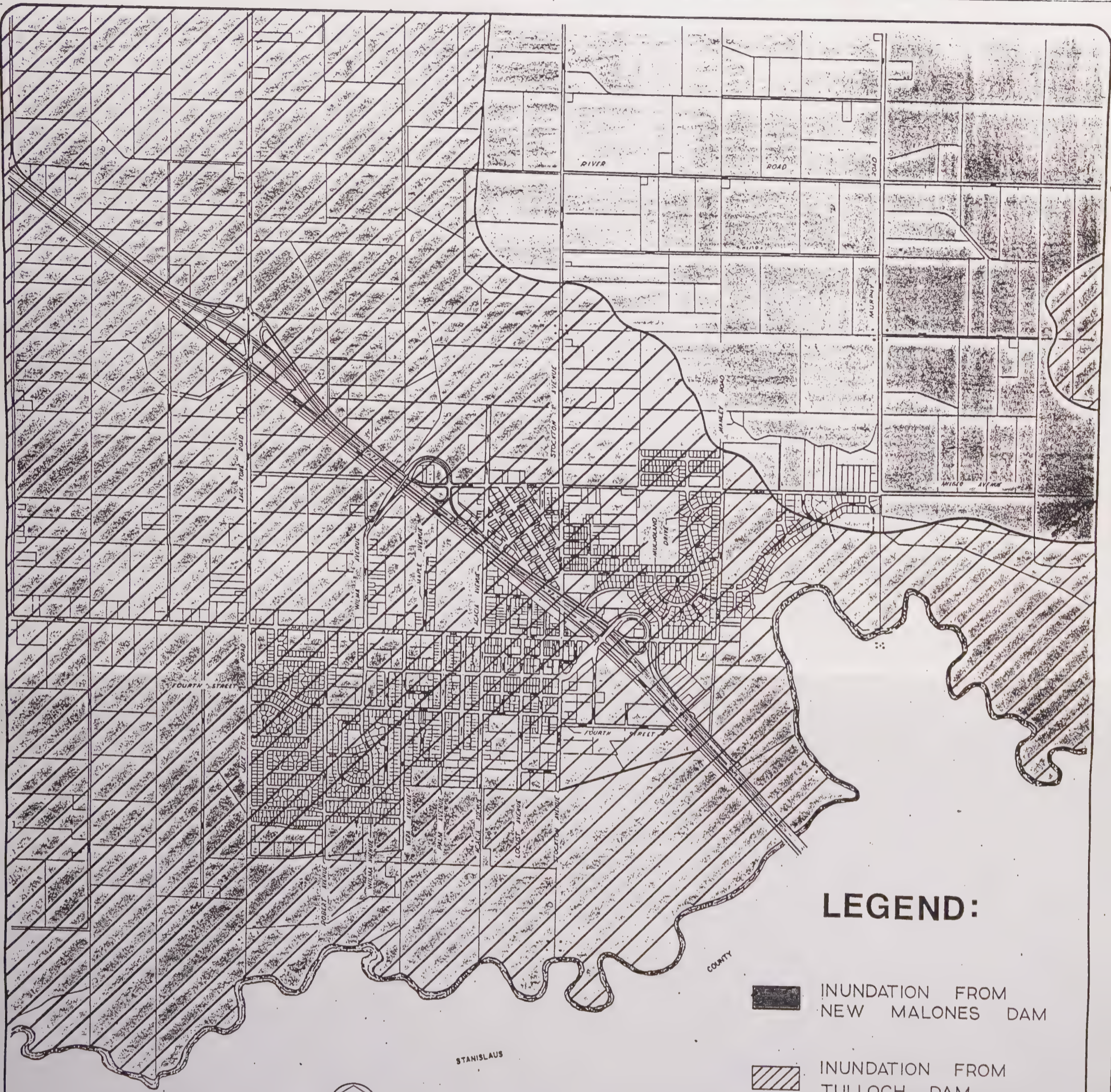
800

1600

2400



4000



SOURCE: SAN JOAQUIN COUNTY
OFFICE OF EMERGENCY SERVICES

FIGURE 6.3

DAM FAILURE INUNDATION

CITY OF RIPON GENERAL PLAN



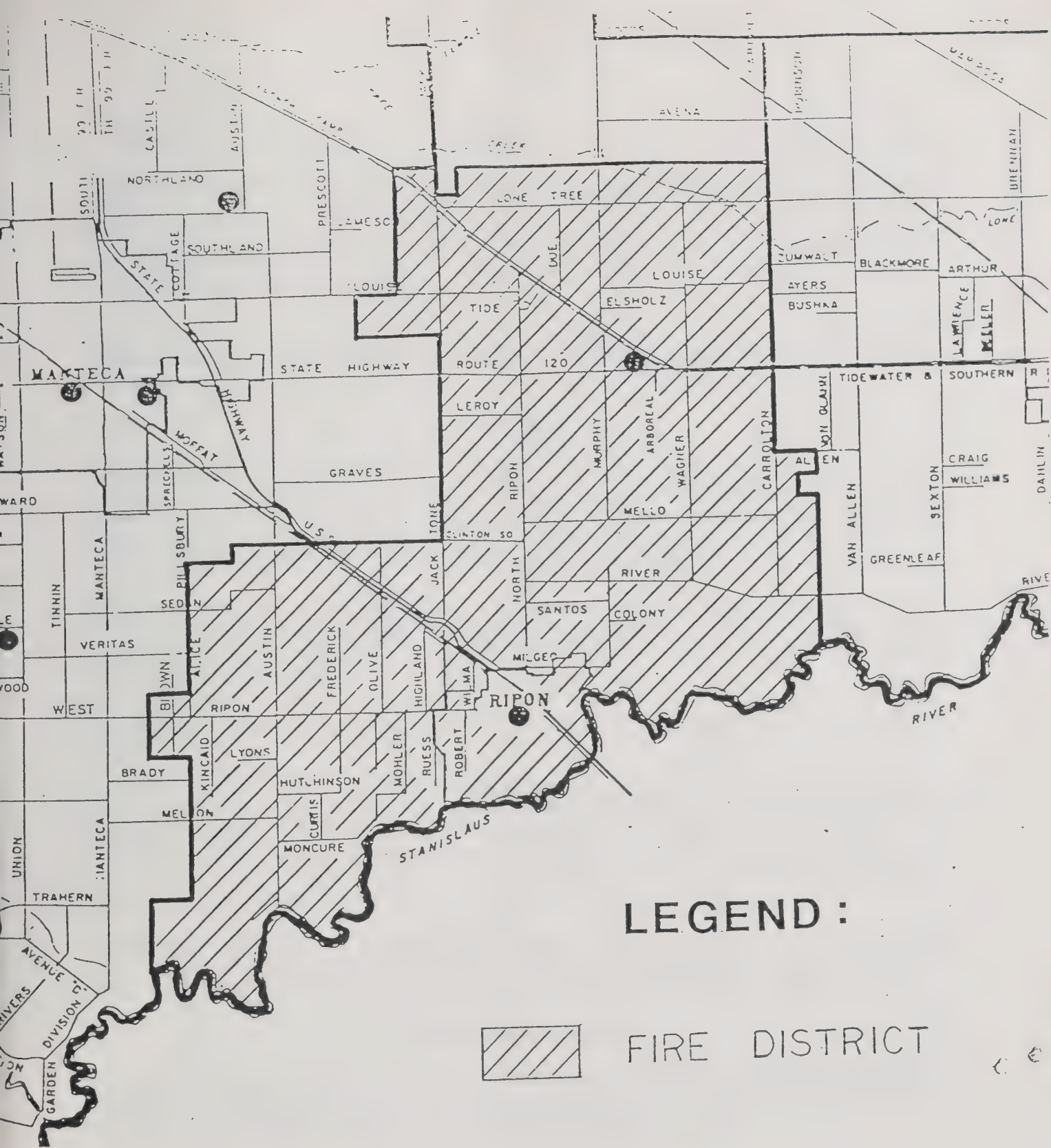


FIGURE 6.5

RIPON CONSOLIDATED
FIRE DISTRICT

CITY OF RIPON GENERAL PLAN



standards. However, much of the districts fire pumping equipment is old and in need of replacement. This is related to the past policy of the district to increase the tax rate when equipment was needed. The passage of Proposition 13 not only stopped the practice but reduced their operating funds. A special tax was passed by the voters in to provide support for both capital and operating programs. Increased insurance costs have been extremely deleterious to their budgeted expenses.

A fee on new construction to pay for capital items generated as a result of new development is highly desirable and supported by the city. It appears that legislation permitting such action may be forthcoming.

4. LAW ENFORCEMENT

Police protection within the City Limits is provided by the City's Police force. The average level of staffing is one officer per patrol unit. The number of patrol beats ranges from 1 to 3, depending on personnel availability. All police calls are handled from the central station; the average response time is 3 to 5 minutes for all calls. Calls involving life-endangering or other serious crimes in progress have an even faster average response time.

In 1985 the Ripon Police Department had a total staff of 9 sworn officers. This represented a staff/population ratio of approximately 1.75 officers for each 1,000 population. In addition to the sworn officers, there are dispatchers, reserve officers, and an animal control officer among the police department's personnel.

The City of Ripon also sponsors a Crime Watch program and maintains a reserve officer program.

Law enforcement in the unincorporated area is the responsibility of the San Joaquin County Sheriff's Department. The sheriff's department maintains a beat which includes the Ripon area. This beat is designated as District 7 and also includes Manteca, Lathrop, and Escalon. There are either one or two officers on duty for this beat at all times. The Sheriff's Department has law enforcement power within incorporated cities as well as outside corporate limits. Coroners service is provided throughout the County by the Sheriff's Department.

The California Highway Patrol (CHP) handles all traffic-related incidents in the unincorporated County area. This includes issuing traffic citations, and investigating car accidents and car thefts. There are 65 CHP officers serving the Stockton area, which includes Ripon.

5. DISASTER PREPAREDNESS

The City of Ripon has adopted a civil defense and disaster ordinance to guide planning and organization of emergency response, authorities, and responsibilities under disaster situations. The City has also joined the San Joaquin County disaster plan.

6. HAZARDOUS WASTE MANAGEMENT

The production, storage, and transportation of hazardous materials within the City has the potential for accidents and spills. The County, at the City's request, has assumed the lead agency responsibility for handling clean up procedures.

A County task force is currently studying the problem of toxic wastes.

7. FUTURE CONDITIONS AND MEASURES TO MINIMIZE HAZARDS

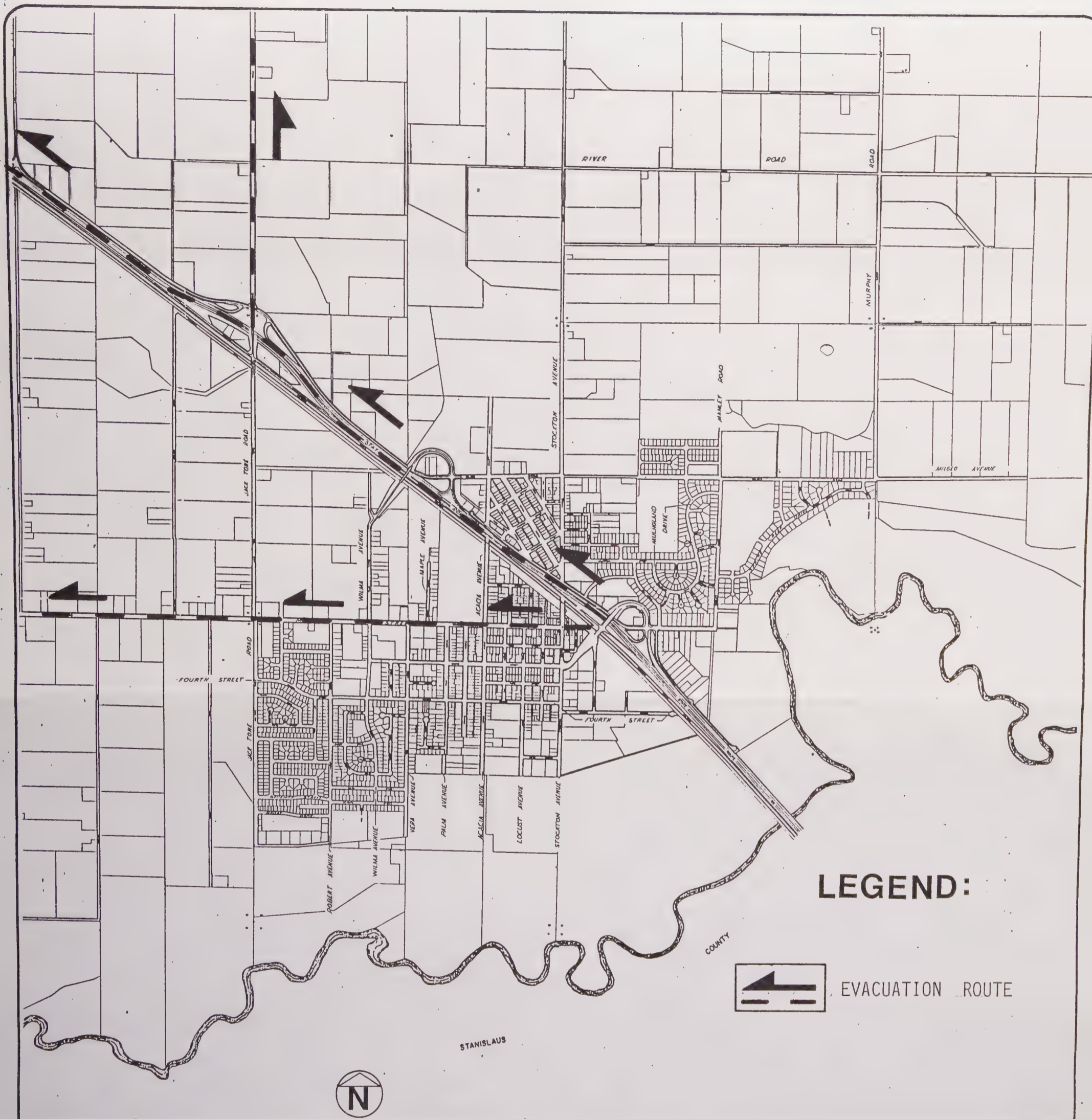
Development within the 1985 City area and in the Planning Area outside should not be seriously affected by natural hazards. Continued prohibition of construction within the flood plain except by special permit will minimize the effects of any potential flooding hazards.

All areas within the 1985 City limits are adequately served at this time by the Ripon Consolidated Fire District. However, full buildout within the 1985 city limits and future build-out of areas outside the 1985 city limits, as designated by the Land Use Element of this plan, is likely to necessitate additional fire protection personnel and facilities.

The growth of the City has caused a financial problem for the fire district. Passage of Proposition 13 reduced their main source of income which is property tax. In addition their inclusion in the Redevelopment Agency reduced their income from new developments within the agency. A special tax passed by over 2/3 of the voters has added income. But, it is anticipated that these funds will not be able to cover future expenses caused by new developments. A fee for the fire district for capital items required to service future developments should be considered to provide needed equipment and facilities for the increased expenses they have generated.

Build-out within the 1985 City limits is not expected to result in the need for additional police personnel. Future development of the areas outside of the existing City limits is likely to necessitate additional law enforcement officers and equipment. The police department has recently acquired a computerized records keeping system which it has begun utilizing to record all calls and responses. The department plans to use this system in the future to facilitate management of department records and tracking of trends in response times and crime statistics within the City. This should prove useful in evaluating future police department staffing requirements.

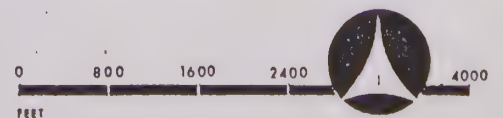
Continual updating of the Emergency Services Operational Plan of the City by periodic meetings and drills will also help the City to be prepared for emergencies. Mutual assistance agreements between City, County, and other agencies throughout the County will continue to assure aid in case of emergencies. After completion of the County's toxic waste studies, the City will give consideration to means of implementing applicable programs.



SOURCE: SAN JOAQUIN COUNTY
OFFICE OF EMERGENCY SERVICES

FIGURE 6.4
EVACUATION ROUTES

CITY OF RIPON GENERAL PLAN



8. SAFETY GOALS AND POLICIES

Goal A: To prevent loss of lives, injury, and property damage due to geological hazards.

Policies:

1. The City will require preparation of geological reports and/or geological engineering reports of proposed new development located in areas of suspected significant geological hazards.

Goal B: To prevent loss of lives, injury, and property damage due to the collapse of buildings and critical facilities and to prevent disruption of essential services in the event of an earthquake.

Policies:

1. No change in use to a higher occupancy or more intensive use will be approved for unreinforced masonry structures constructed prior to 1940 until an engineering evaluation of the structure has been conducted and any structural deficiencies corrected.
2. The City will enforce building codes and City ordinances with regard to earthquake protection.
3. The City will support the Ripon Consolidated Fire District in establishing fees for capital facilities and equipment required to service new developments.

Goal C: To prevent the loss of lives, injury, and property damage due to flooding.

Policies:

1. The City will continue to participate in the National Flood Insurance Program. To this end, the City will enforce local regulations in compliance with standards adopted by the Federal Emergency Management Agency.
2. The City will prohibit the construction of buildings within the 100- year flood plain.

Goal D: To prevent loss of lives, injuries, and property damage due to wildland and urban fires.

Policies:

1. All new non-residential development will be equipped with automatic interior sprinkler systems in compliance with the Uniform Building Code.
2. The City will encourage the Ripon Consolidated Fire District to maintain a regular program of fire inspection for commercial and industrial buildings.

3. The City will require that the construction of new roads and streets be adequate in terms of width and turning radius to facilitate access by firefighting apparatus. Plans for new streets will be submitted for review and comment to the Ripon Consolidated Fire District.
4. All new development will be required to meet the minimum fire flow rates specified by the City's Fire Code.
5. The City will enforce building and fire codes and City ordinances with regard to fire protection.

Goal E: To prevent crime and promote the personal security of Ripon residents.

Policies:

1. The Ripon Police Department will continue to promote neighborhood security programs and provide crime prevention training for neighborhood groups and associations.
2. The City will promote consideration of personal security in the design of new development.

Goal F: To provide a satisfactory level of police service, maintained as new development occurs.

Policies:

1. The City will endeavor, through adequate staffing and patrol arrangements, to maintain the minimum feasible police response times for police calls.
2. The City will continuously monitor response times.

Goal G: To protect City residents from the effects of hazardous materials.

Policies:

1. City approvals of all new development will consider the potential for the productions, use, storage, and transport of hazardous materials.
2. Within its authority, the City will regulate the production, use, storage, and transport of hazardous materials to protect the health of Ripon residents.

Goal H: To provide City emergency procedures which are adequate in the event of potential natural or man-made disasters.

Policies:

1. The City will maintain and periodically update the City's Emergency Response Plan. As part of the periodic update, the City will review County and State emergency response procedures that must be coordinated with City procedures.

2. The City will conduct periodic emergency response exercises to test the effectiveness of City emergency response procedures.

9. IMPLEMENTATION PROGRAMS

1. **Program statement:** The City will review all building permit applications to identify potentially hazardous buildings and require the applicant to submit a mitigation program for such buildings, prepared by a licenced architect or Civil Engineer.

Program responsibility: City Council and Community Development Department.

Funding source: General fund - regular staffing.

Time frame: Fiscal Year 1988-89.

2. **Program statement:** The City will periodically update the City Emergency Response Plan.

Program responsibility: City Council, Planning Department, Police Department.

Funding source: General fund - regular staffing.

Time frame: Fiscal Year 1989-90; every two years thereafter.

IMPLEMENTATION PROGRAM OF THE GENERAL PLAN

The implementation program of the General Plan is a coordinated set of specific measures, actions, and activities that the City of Ripon will use to carry out the policies of the General Plan. In addition to the implementations programs listed in the various elements, the following measures have been put in place by City Council and consists of specific actions and programs to achieve long term goals. The city may, from time to time, add measures to this list, modify existing measures, or delete unneeded measures.

The general rule for consistency is that an action, program, or project is consistent with the General Plan if, considering all of its aspects, it will further the objectives and policies of the General Plan and not obstruct their attainment. (State of California, Office of Planning and Research, General Plan Guidelines, Revised 1982).

A. CITIZEN INVOLVEMENT

1. City Council

The Ripon City Council is vested with the legislative power of the city. Adoption of ordinances, rules, resolutions, regulations, policies and all other actions to implement the General Plan are done in public sessions.

(Gov. Code 36513 et. Sec.)

(Gov. Code 36801 et. Sec.)

(Gov. Code 37100 et. Sec.)

2. Planning

Staff and the Ripon Planning Commission are responsible for developing a General Plan, for reviewing development plans and proposals, for developing specific plans as may be necessary and for advising the City Council.

Ripon Municipal Code Sec. 2.16

(RMC Sec. 2.16)

3. Advisory Committees

Advisory committees are appointed by the City Council from time to time to study and make recommendations to the Council on specific matters. Upon completion of their report and depending upon the subject the committee may be disbanded or retained as deemed desirable by the Council.

B. LONG RANGE PLANNING

1. General Plan

In accordance with Government Code Section 65300 and guidelines from the State Office of Planning and Research, the city prepares and updates a General Plan periodically.

2. Council of Governments

The city is an active participant in the San Joaquin Council of Governments who are responsible for "Fair Share" housing allocations, noise studies, and area growth projections.

3. Solid Waste Disposal

The city participates in planning for disposal of solid wastes with other cities and the county with the latter being the lead agency.

4. Civil Defense and Disaster

The city has adopted a civil defense and disaster ordinance to guide planning and organization of emergency response and establishes authorities and responsibilities.

(RMC Sec. 2.32)

5. Street and Sidewalk Standards

The city has adopted ordinances which sets standards for construction and improvement of streets and sidewalks.

(RMC Sec. 12.16)

6. Tentative Map Conditions

The city places requirements on tentative maps as a condition of approval, in order to regulate subdivisions and ensure compliance with local requirements.

(RMC Sec. 16.08)

7. Development Agreements

The city has adopted an ordinance which permits the city and a developer to enter into an agreement for the development of a specific property, with conditions required to further the goals of the general plan.

(RMC Sec. 17.08, 17.80)

8. Garbage and Refuse Collection

The city has adopted a mandatory garbage and refuse collection ordinance to protect the health, safety, and welfare of all residents.

(RMC Sec. 8.12)

9. Underground Utilities

The city has adopted an underground utility ordinance.

(RMC Sec. 13.24)

10. Placement of Mobile Homes

The city has adopted ordinances governing the placement of mobile homes.
(RMC Sec. 15.40, 17.04, 17.12, 17.60)

11. Hazardous Materials Emergency Response

The city has established an agreement with San Joaquin County Emergency Services for them to be lead agency in the clean up of Hazardous Material spills.

12. Off-Site Improvements

The city has adopted an ordinance governing extension of off-site improvements and facilities.
(RMC Sec. 13.20)

13. Vesting Tentative Maps

The city has adopted a vesting tentative map ordinance which permits the developer and the city to enter into agreements to regulate subdivisions and ensure compliance with local requirements in effect at the time of the subdivision agreement.
(RMC Sec. 16.16)

14. School Fees

The city has adopted an ordinance to collect impaction fees for construction of temporary school facilities, which may be superceded by an agreement between the school district and developer.
(RMC Sec. 16.40)

15. Redevelopment Agency

On July 19, 1983, the City of Ripon adopted Ordinance No. 314 "An Ordinance of the City of Ripon, California Approving and Adopting the Redevelopment Plan for the Ripon Community Redevelopment Project". The project is for removal or improvement of blighted conditions in the city.
(RMC Sec. 2.24)

16. Flood Plain

An Ordinance providing for control of construction in the flood plain and land use and control measures as required by the National Flood Insurance Program Regulations.
(RMC Sec. 8.01)

17. Dam Failure Evacuation Plan

A Resolution adopting the San Joaquin County "Dam Failure Evacuation Plan".
(Resolution No. 78-1)

C. REGULATION**1. Zoning**

The city has adopted a zoning ordinance that provides a classification for property and prescribes the uses to which it may be put and the conditions which must be met.

(RMC Sec. 17.04 - 17.88)

2. Subdivision

The city has adopted an ordinance to implement the Subdivision Map Act to regulate subdivisions within the city. (RMC Sec. 16.04 - 16.48)

3. Building

The city has adopted building ordinances which regulates all building within the city including mechanical, electrical, plumbing, signs, etc.

(RMC Sec. 15.04, 15.08, 15.12, 15.16, 15.20, 15.24, 15.28, 15.32)

4. Truck Route

The city has adopted a truck route ordinance limiting through trucks to certain streets within the city in order to protect residents from safety hazards and noise.

(RMC Sec. 10.44)

5. Nuisance Abatement and Destruction

The city has adopted ordinances to abate nuisances, including obstructions of public ways, weeds, rubbish, and old cars.

(RMC Sec. 8.08, 8.16, 10.48, 12.08)

6. Animal Control

The city has adopted ordinances to regulate animals in the city, in order to protect the health and safety of residents.

(RMC Sec. 6.04, 6.08, 6.12, 6.20)

D. FEES AND CHARGES**1. Building, Planning and Engineering Fees**

The city collects building permit, plan check, planning, zoning and engineering fees which are used to finance planning service, building inspection, and engineering review.

(RMC Sec. 3.24)

2. Environmental Review

The city requires payment for the cost of required environmental reviews.
(RMC Sec. 3.24)

3. Park Fees

The city collects fees for establishment of parks.
(RMC Sec. 15.48)

4. Sewer and Water Connection Charges

The city has established fees for construction and expansion of the sanitary and water systems for those who connect to the systems.
(RMC Sec. 15.48)

5. Annexation Fees

The city collects fees when land is annexed and developed in the city for part of the cost of sewers and expenses resulting from the annexation.
(RMC Sec. 15.48)

6. Signalization

The city collects fees from new construction based upon the traffic generated to cover expense of traffic lights when need has been established.
(RMC Sec. 15.52, Resolution No. 84-43)

7. Capital Improvement Fee

The city collects fees for capital expenditures for purchase of land for municipal purposes, public buildings, etc.
(RMC Sec. 15.48)

Note: Anyone caring to read the Ripon Municipal Codes can do so at City Hall.

U.C. BERKELEY LIBRARIES



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